

FLIGHT

The
AIRCRAFT
ENGINEER
AND
AIRSHIPS

First Aero Weekly in the World

Founder and Editor: STANLEY SPOONER

A Journal devoted to the Interests, Practice, and Progress of Aerial Locomotion and Transport

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"FLIGHT" PHOTOGRAPHS.

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DIARY OF FORTHCOMING EVENTS

Club Secretaries and others desirous of announcing the dates of important fixtures are invited to send particulars for inclusion in the following list:—

1926	
Oct. 7	Col. the Master of Sempill, A.F.C. "Aero Engine Fuels of Today and Tomorrow," before R.Ae.S.
Oct. 8	Inst. of Aeronautical Engineers' Dinner to A. J. Cobham at Kettner's Restaurant.
Oct. 14	Aero Golfing Society's Autumn Meeting, Wentworth Park, Virginia Water.
Oct. 17	Lecture, "Scientific Problems of Commercial Aviation," by Air Vice-Marshal Sir W. S. Brancker, at the Guildhouse, Eccleston Square, S.W. 1.

EDITORIAL COMMENT.



I KNEW little about seaplanes before we started, but I have learnt a lot since." This sentence, quoted from the message to FLIGHT readers from [Sir Alan J. Cobham which we publish elsewhere in this issue, is significant in several ways, especially when it is borne in mind

that whatever his ideas on seaplanes when he started, Cobham has undoubtedly returned a firm believer

England-
Australia-
England

in the suitability of the seaplane type of machine for certain services in Empire air communications. In this connection we may quote another sen-

tence of his from the message on p. 649: "During the months in which we chose to do the job, July, August and September, it would have been impossible, as we encountered the weather, to have accomplished the flight on an aeroplane, and it was only by being able to alight at any moment on the various waterways we passed over that we were able to get through the various monsoon storms which we encountered." The admission by Sir Alan that at the outset he did not know a great deal about seaplanes, coupled with the undeniable fact that he succeeded in accomplishing his flight, may surely be taken as proof that, in the case of a small twin-float seaplane like the D.H. 50 J at any rate, a pilot need not, as some would have us believe, be a sailor with centuries of salt and tarry traditions behind him, and possessing occult powers vouchsafed only to a chosen few, in order to be able to handle his machine. When it comes to large seagoing flying boats, doubtless it may be another matter, but at any rate Sir Alan appears to have demonstrated that a land 'plane pilot does not require extensive training before he can be entrusted with a seaplane of the smaller type.

The fact that Sir Alan expresses his belief in the seaplane for certain Empire air routes should be made the most of by those who, like we on FLIGHT, have for years held the view that the seaplane was the logical type to develop for Empire communications,

and as he is a self-confessed novice he cannot at any rate be accused of being prejudiced in favour of the seaplane, as might have been a seaplane pilot of long standing. This is all the more reason why his opinion should be listened to with respect, and the magnificent flight can, on the whole, be said to have been the absolute vindication of the seaplane.

Concerning the flight to Australia and back, and the wonderful reception given to Mr. Cobham on his return, both are dealt with fairly extensively in the special pages of this week's issue of *FLIGHT*. The reception was well deserved, and the number of people who crowded to London's river to see the home coming provided the most convincing proof that the flight had aroused the interest of the man in the street. In view of the fact that the flight was not one of the spectacular sort in which long distances are covered in very short time, this interest on the part of the public is significant, and leads one to believe that the hope expressed by Sir Alan Cobham—that the flight be regarded not as a "stunt" but as a serious attempt to discover at first hand the capabilities of aircraft to battle against severe weather conditions—is in a fair way to be realised.

We are aware that reference has been made to Sir Alan's achievement on this latest flight, by pointing out that others have flown over the same route in shorter time, or have covered greater total mileages, and so forth. Now the truth of the matter is that every kind of flight has its own particular utility. The spectacular dash, in which distances of several thousand miles are covered without landing, has its value. It is impressive; it demonstrates—apart from the endurance of the pilot—the ability of the engine to continue to run for long periods without a stop. It opens the eyes of the world to the manner in which aircraft can bring close together points situated far apart geographically. Undoubtedly, such flights are of the very greatest value, and every credit is due to those who have made them.

The long flight just concluded is of a very different nature. Although a number of very long stages were covered at high average speed, these were not the main object of the flight, nor the most useful part of it, highly creditable as they were in their own way. What the flight has really proved is that British aircraft material will stand the rough usage which a flight made in short stages and with numerous alightings in all sorts of conditions, from the most favourable to the worst imaginable, brings with it. By planning the flight to take place during a different period, much, if not all, of the bad weather might have been avoided, and the flight to Australia and back might have been made in very much shorter time. But it is quite certain that such a flight, although infinitely more spectacular, would not have had the technical results and the valuable experience which the flight, as carried out, has produced.

The de Havilland 50 biplane is the same as that on which Sir Alan Cobham flew, with Air Vice-Marshal Sir Sefton Brancker to Burma and back. It is the same as that used for his flight to the Cape and back, and now it has been to Australia and back, adding another 28,000 miles or so to its useful work. In view of the fact that the machine is of perfectly normal construction, with spruce and plywood as its main structural materials, such enormous mileages, piled up in temperatures varying from one extreme to the other, in climates ranging from bone dry to torrential rains, are convincing proof that when the time comes to operate organised air routes

in distant parts of the Empire, we need have no undue anxiety on the subject of wood construction, nor of fabric covering protected by British dope.

For the Armstrong-Siddeley "Jaguar" engine, one can have nothing but the very greatest admiration. First, it took Sir Alan to the Cape and back, running without trouble of any sort through sandstorms, rain, mist and tropical heat. Now the same engine—the identical engine and not merely one of the same type—has done another 28,000 miles, and still seems to be in excellent running order, in spite of the fact that since leaving England on June 30 last, it has had no major overhaul. Truly, a performance of which not only the makers, but the whole British nation may well be proud, and which has proved to the hilt that Empire air routes are perfectly feasible with existing material, their organisation being now merely a question of finance.

It is impossible to refer to every detail which has contributed to the success of the flight to Australia and back. Such details would run into columns. But the very fact that Sir Alan Cobham is so emphatic in stating that the flight would not have been possible on a landplane, inevitably draws attention to the marine part of it: the Duralumin floats designed and built by Short Brothers, of Rochester. It must be appreciated that during a flight of this nature, alightings have to be made under all sorts of conditions, mostly unfavourable. Yet as far as can be gathered, the floats never gave any trouble whatsoever, and are today as perfectly watertight as they were when they left the water of the Medway on June 30. Corrosion troubles were for a long time the bugbear of Duralumin construction, but there can, we think, be no doubt any longer that with suitable protective covering in the form of paint, &c., Vickers' Duralumin can be relied upon for hard service, even under very bad conditions.

Altogether, the British Empire has good cause to be grateful to those responsible for the organisation, financing and carrying out of the England-Australia-England flight, and particularly, of course, to Sir Alan Cobham, K.B.E.

The 3-engined Age

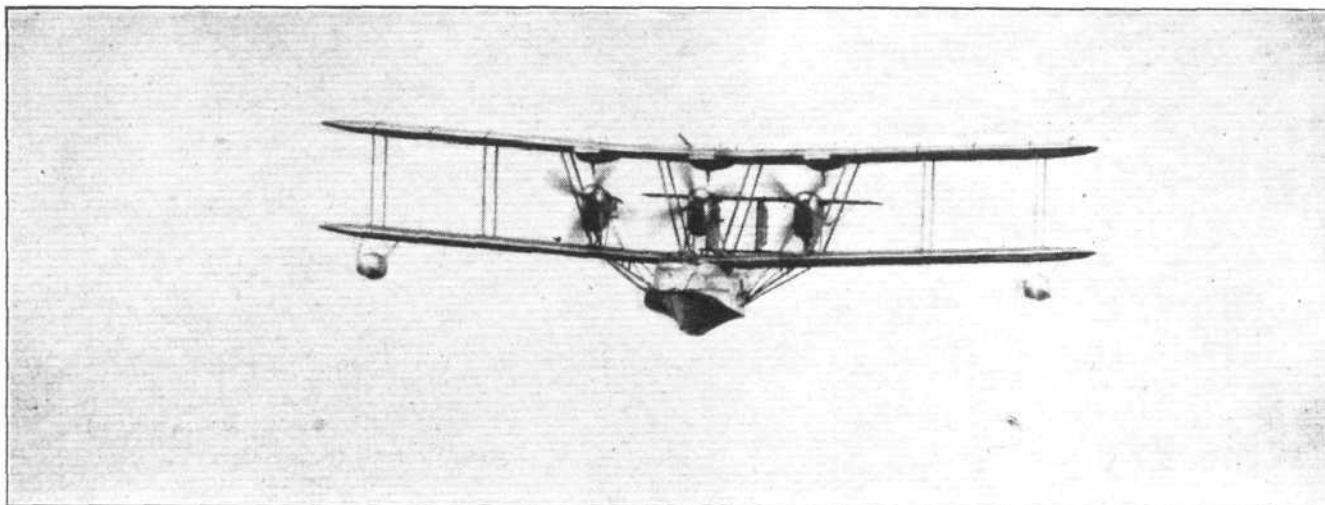
There can be no doubt about it. The three-engined age is upon us. Already the Handley-Page and Armstrong-Whitworth three-engined machines are in use by Imperial Airways. The new de Havilland 66 has just been completed, and is about to be thoroughly tested. In the Blackburn "Iris," illustrated this week, the three-engined arrangement has been adapted to the flying-boat type. And, finally, we publish photographs of two new German three-engined commercial aeroplanes, the Junkers 1,000 h.p. G.31 and the Rohrbach "Roland." Further, it is rumoured that Beardmore's are producing a large three-engined monoplane, the "Invincible," and it is known that a small 'plane with three engines, is in course of construction at Cricklewood, the Handley-Page "Hamlet." Thus we see the three-engined type becoming quite virulent. With its arrival, aviation enters a new phase, and it will be interesting to see, during the next few years, whether the freedom from forced landings expected from the three-engined machine will result in more regular operation of aircraft, and especially in a more intensive development of flying in fog and during the night. For long-distance air routes, night flying will be essential. Will the three-engined machine render night flying a practical proposition? We shall see.

NEW BRITISH THREE-ENGINEED FLYING BOAT

First Public Demonstration of Blackburn "Iris"

ON Wednesday of last week, September 26, the inhabitants of and visitors to Cromer were treated to a sight, the significance of which may easily have escaped the great majority, although certainly the party which travelled up to Cromer specially for it were in no uncertainty as to the importance of the occasion. On that day the first of the new Blackburn

Samuel Hoare, Bart., should board the flying boat at Cromer and make a flight around the district. On Wednesday, however, a comparatively rough sea was running off Cromer, and when the "Iris" arrived from Felixstowe, piloted by Flight-Lieutenant H. G. Sawyer, it was decided that, although the "Iris" would probably have no difficulty in alighting and



["FLIGHT" Photograph

THE BLACKBURN "IRIS": For a three-engined flying boat of large size the frontal area is remarkably small, as this front view illustrates.

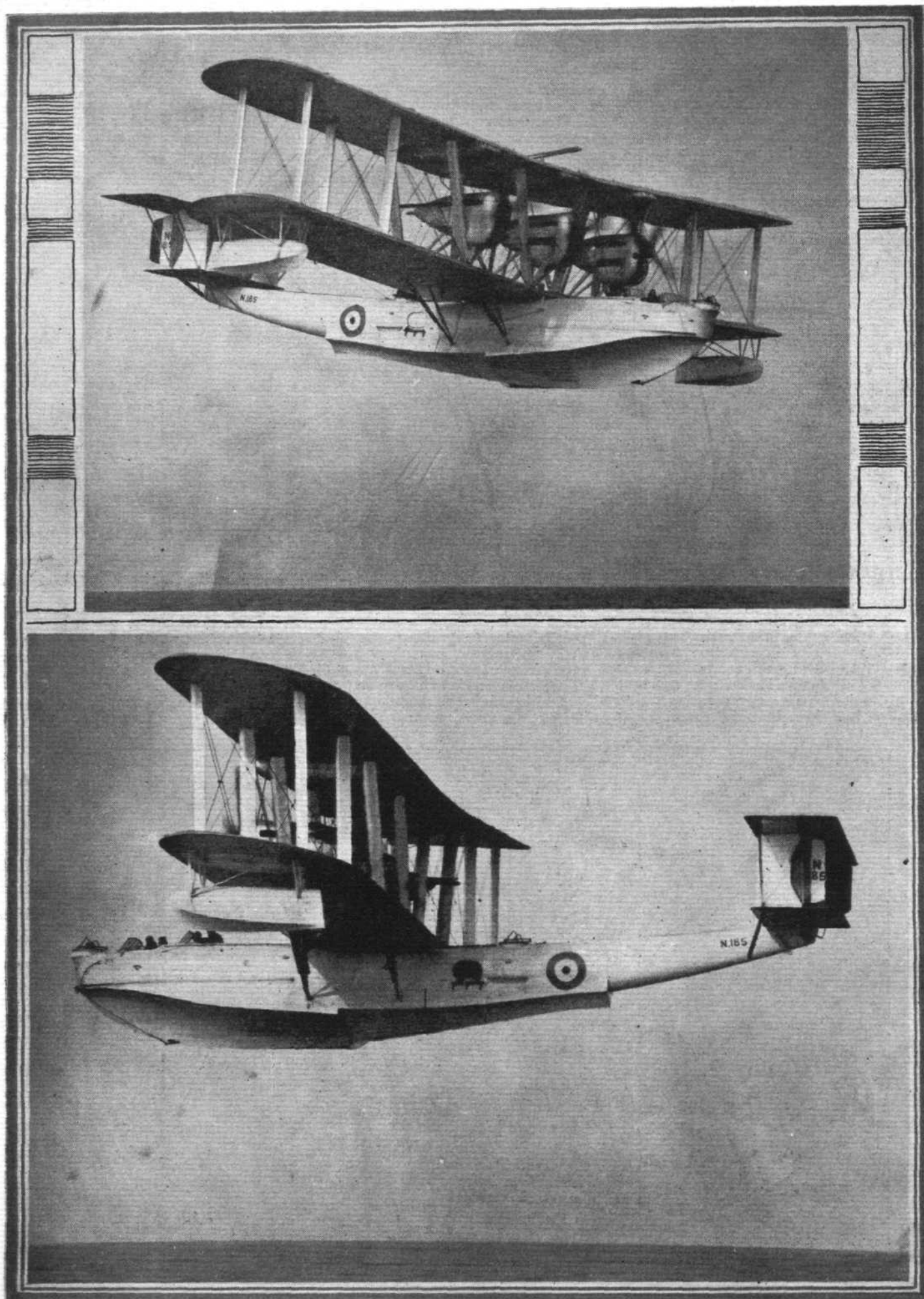
"Iris" flying boats, fitted with three Rolls-Royce "Condor" engines, made its first public demonstration flight, and the party to which reference has been made were the guests of the Blackburn and Rolls-Royce companies, having travelled up to Cromer on the day preceding the flight. The original intention had been that the Secretary of State for Air, Sir

taking off again, to establish contact with it by means of a boat from the shore would be an operation accompanied by some considerable difficulty, and as the machine is a new one and about to undergo some highly important tests, it was thought prudent not to run any risk. Consequently Sir Samuel Hoare was unable to carry out his plan of going for a



["FLIGHT" Photograph

AIR MINISTER WITNESSES DEMONSTRATION OF HUGE FLYING BOAT: This group, photographed at Cromer last week, includes, from left to right: Capt. Burgess (Rolls-Royce), Mr. Rhodes (Blackburn), Mr. Pooley (Rolls-Royce), Sir Samuel Hoare, Bart., Secretary of State for Air, and Mr. Robert Blackburn, founder and managing director of the company bearing his name, and by whom the "Iris" was designed and built.



["FLIGHT" Photographs]
 MORE THAN 2,000 H.P. : Two views of the Blackburn "Iris," with three Rolls-Royce "Condor" engines. This machine is of recent construction and may not, therefore, be described. Doubtless, however, keen observers will be able to appreciate from these photographs many of its special features. No dimensions may be given, but the size of the figures of members of the crew help to lend "scale" to the machine.

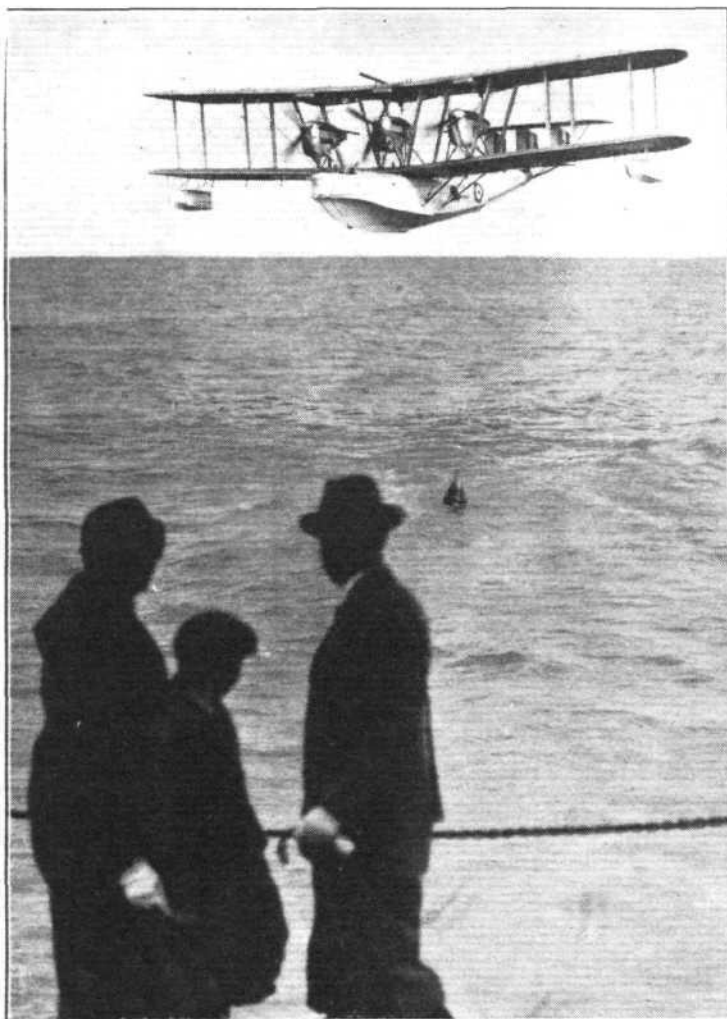
flight, but it is hoped that it may be possible to arrange for the flight to take place at a later date.

Although unable to experience an actual flight in the machine, the Secretary of State for Air watched with the keenest interest the evolutions through which Lieut. Sawyer put the "Iris." The machine was flown past at full speed, with its 2,000 odd horse-power roaring at full throttle, and it was flown past slowly, demonstrating the great speed range of which the machine is capable.

From a technical point of view the demonstrations given by Lieut. Sawyer of the ability of the Blackburn "Iris" to fly with any one of her three engines stopped was, perhaps, the most interesting part of the flight. Not only did the machine fly strongly with any one of the engines stopped, but it even

central engine being working. Although presumably the machine must have been losing height all the time, the loss was certainly very small, and the distance which the machine would be able to travel in case of damage to the two outer engines, provided a reasonable altitude had been reached before the stoppage, would run into many miles. Thus the risk of a forced descent owing to engine failure should be very remote.

Concerning the "Iris" nothing may be said in the way of statements of weight or dimensions, nor may any performance data be given. That the machine marks a very decided step ahead there can, however, be no doubt whatever, and it is gratifying to know that, however stepmotherly we may have treated the seaplane in the past, there are signs that in official

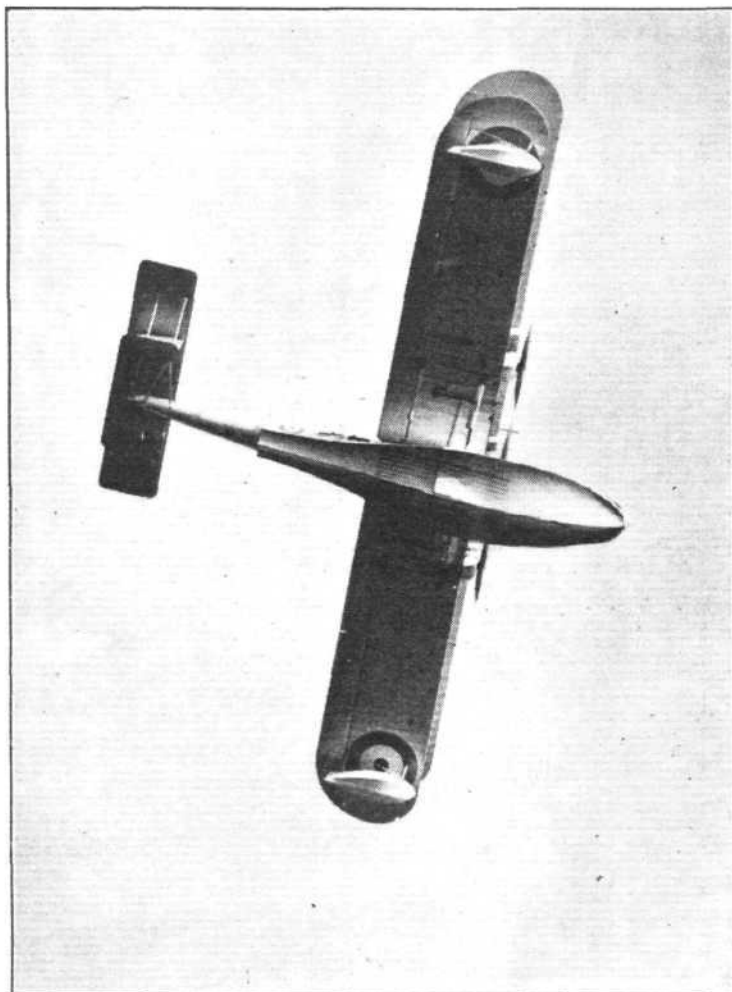


["FLIGHT" Photograph

The Fly-past: The Secretary of State for Air, Sir Samuel Hoare, Bart., with whom is Lady Maud Hoare and their son, watching the Blackburn "Iris" flying off Cromer last week.

climbed at what appeared to be quite a good rate. Furthermore, with the port outboard engine stopped, the machine was able to make a turn to starboard without any apparent difficulty, the turn, of course, being made *against* the natural tendency of the machine to turn to port. Thus there can be no doubt that even with one engine out of commission the "Iris" is not only capable of flying straight and of climbing, but is perfectly able to manoeuvre in any way likely to be required. Doubtless this is due to the spacing of the three engines close together.

Finally, Lieut. Sawyer gave a demonstration of the enormous power reserve of the machine by flying for considerable periods with the two outboard engines stopped, only the



["FLIGHT" Photograph

Not a Vertical Bank: This photograph shows the Blackburn "Iris" from below as the machine is passing overhead, and gives an excellent idea of the shape of the planing bottom, steps, etc.

quarters a determination exists to make Great Britain supreme in the matter of large seagoing flying boats. In her present form the Blackburn "Iris" is intended for long-distance reconnaissance and for coastal defence and submarine patrol. There is, however, no reason to doubt that with suitable modifications the machine would be a most useful type for civil flying on Empire routes. The Blackburn Aeroplane and Motor Company, one of the pioneers of British aviation, its founder and managing director, Mr. Robert Blackburn, having been amongst the first in this country to design and construct aeroplanes, is to be congratulated upon a very fine production, as is also the Rolls-Royce firm on having developed engines of sufficient power to make such a machine possible.

Cairo-Aden-Cairo Flight Ends

THE two R.A.F. Vickers "Victoria" machines, under Air Commodore C. R. Samson, which flew from Cairo to Aden, started on the return journey last week, and arrived back in Cairo on October 29. They started from Cairo on September 15.

Irish Flying Officers Killed

LIEUT. PRENDERVILLE and Cadet O'Reilly, of the Irish Free State Air Force, were killed on September 21 whilst carrying out a flight in a Bristol fighter during army manoeuvres at Hempstown Common, near Dublin.

Personals

Married

ROBERT STEWART BLUCKE, R.A.F., only son of the Rev. R. S. K. Blucke, M.A., H.C.F., and Mrs. Blucke, of Monxton Rectory, Andover, was married on September 22, at Sanderstead Parish Church, to NANCY, daughter of FRANK WILSON, Esq., and granddaughter of the late James Wilson, Esq., of Sanderstead.

The marriage took place at Holy Trinity Church, Fareham, Hants, on September 23, between Flight-Lieut. HERBERT CARMICHAEL IRWIN, A.F.C., R.A.F., second son of Mr. Thomas Francis Nesbitt Irwin, Donnybrook, Dublin, and Mrs. Irwin, Fron Deg. Rhos Neigr, Anglesey, and Miss OLIVIA MARJORY MACDONALD TEACHER, daughter of Dr. and Mrs. Charles C. Teacher, of Hollington, Fareham, and formerly of Craigend, North Berwick. Flight-Lieut. Drew acted as best man. Among the large number of presents received by the bride and bridegroom were gifts from the Officers' Mess, School of Balloon Training, the Officers' Mess staff, School of Balloon Training, some of the staff at Royal Airship Works, etc.

On September 22, at All Saints', Compton, Winchester, Flight-Lieut. H. S. SCROGGS, R.A.F., only son of Comdr.

H. C. Scroggs, R.N. (retired), and Mrs. Scroggs, of Colden Common, Winchester, was married to MARGARET FRAY, only daughter of Mr. and Mrs. E. E. POWELL, of Shawford, Winchester, late of Ceylon.

On October 2, at St. Luke's, Redcliffe Square, MONTAGU DOUGLAS OMMANNEY, R.A.F., second son of D. G. Ommannney, Esq., D.I.G., Indian Police, Karachi, was married to PHYLLIS, daughter of the late Mr. and Mrs. S. WILLIAMS.

At Benwell Parish Church, on September 30, NORMAN STOREY (Newcastle Aero Club and late R.A.F.), second son of Mr. and Mrs. Thos. TODD, of Newcastle, was married to JEMIMA, youngest daughter of the late Mr. and Mrs. Thos. LITTLE, of Newcastle.

FLIGHT-LIEUT. ROY A. VOSPER, R.A.F., was married quietly in London in August to KATHLEEN IRIS LIDDLELOW, youngest daughter of Mr. and Mrs. Liddlelow, of Errol Par, Trinidad, B.W.I.

To be Married

The marriage arranged between Mr. GERALD ARMSTRONG, R.A.F., and Miss ALEXIA BARRE PHIPPS will take place at Christ Church, Esher, on October 9, at 2.15.

LIGHT 'PLANE

London Aeroplane Club

THE London Aeroplane Club broke all its previous records for flying time during the month of September. There were three blank days owing to bad weather, and the total flying time during the month was 206 hrs. 15 mins., giving an average of over 7½ hrs. per day. During the week ending October 3, 1926, the total flying time was 60 hrs. 10 mins.

The following members were given dual instruction: Miss O'Brien, H. R. Preland, S. H. S. Garne, J. Barros, E. A. Lingard, O. H. Best, W. L. S. McLeod, M. P. Susman, E. K. Blyth, B. B. Tucker, L. G. Sykes, H. F. Wright, G. Lyon, P. O. A. Davison, J. S. M. Michie, A. J. Richardson, R. A. St. John, L. G. Grammond, G. N. Howe, G. Vlasto, F. C. Elford, T. H. O. Richardson, H. Solomon, V. H. Doree, Lady Bailey, R. L. Portway, R. Malcolm.

The following members flew solo: J. Barros, Miss O'Brien, R. Malcolm, O. J. Tapper, W. Hay, Capt. Roche-Kelly, N. Jones, Maj. K. M. Beaumont, B. B. Tucker, E. K. Blyth, Lady Bailey, H. Petre, A. H. M. Lees, R. L. Portway.

The following members had joy rides: S. S. Hope, S. O. Bradshaw, Miss Hay.

At the Manchester Pageant organised by the Lancashire Aero Club, which was held at Woodford Aerodrome on Sunday last, the Club was represented by Maj. K. M. Beaumont, G. H. Craig, W. Hay and Capt. F. G. M. Sparks. Only one club machine, G-EBMF, was sent, and this was flown from Stag Lane to Woodford by Maj. K. M. Beaumont and G. H. Craig. Capt. F. G. M. Sparks and W. Hay also made the journey by air on G-EBKT, Mrs. Elliott-Lynn's "Moth."

Mrs. Elliott-Lynn is now giving flying instruction, and the first of her pupils to pass the tests for an Aviator's Certificate is Lieut. George Harold Neville Larden, R.A. The tests were successfully carried out at Stag Lane Aerodrome on Tuesday, September 28, 1926.

Hampshire Aeroplane Club

REPORT for week ending September 30: Total flying time, 14 hrs. 36 mins.; instruction flying, 11 hrs.; passenger flying, 1 hr. 46 mins.; solo flying, 1 hr. 50 mins.

The following members received instruction: Miss Home, 2 hrs. 35 mins.; Messrs. Perfect, 70 mins.; Dobson, 45 mins.; Shepherd, 55 mins.; Rumble, 40 mins.; Bishop, 35 mins.; Stokes, 35 mins.; Maloney, 30 mins.; Southcliffe, 25 mins.; Rodger, 25 mins.; Everett, 25 mins.; Courtney, 20 mins.; Dunning, 20 mins.; Chadwick, 20 mins.; Westbrook, 18 mins.; Fry, 15 mins.; Nicholson, 15 mins.; Bound, 5 mins.

The following members received passenger flights: Mrs. Dick, Master Waite, Mr. Laver, Mr. Hales, M. Key, Mrs. Fry, Lady Snagg.

The following members flew solo: Mr. O. E. Simmonds, 45 mins.; F/O Clarkson, 12 mins.; Mr. K. R. L. Bowen, 20 mins.; Mr. Fry, 20 mins.

Lancashire Aero Club

REPORT for week ending October 1: Total time for the week, 29 hrs. 40 mins., made up as follows: Dual with Mr. Stack-Birley, 3 hrs. 50 mins.; Fallon, 1 hr. 10 mins.; Gatterell, 55 mins.; Hope, 55 mins.; Shires, 30 mins.; Gerrard, 45 mins.; Nelson, 30 mins.; Costa, 30 mins.; Abdulla, 25 mins.; Smith, 25 mins.; Anderson, 25 mins.; Benson, 10 mins.; Honeyball, 10 mins.

Dual with Mr. Cantrill—Miss Brown, 50 mins.; Wood, 30 mins. Solo—Costa, 1 hr. 30 mins.; Leete, 1 hr. 25 mins.; Goodfellow, 35 mins.; Agar, 30 mins.; Lacayo, 25 mins.; C. Agar, 25 mins.; Leeming, 20 mins.; Cantrill, 10 mins.; Williams, 10 mins.; Fallon, 10 mins.

Joy rides with Messrs. Stack, Scholes, Goodfellow, Leeming, and Leete: Warrington 35 mins.; Miss Holman, 30 mins.; White, 30 mins.; Smith, 30 mins.; Leeming, 20 mins.; Pitman, 15 mins.

Flying during the display, 5 hrs. 5 mins. Tests, 2 hrs.

Three more soloists have made their debuts, Messrs. Costa and Benson going solo just before the display and Mr. Fallon just after it. With any reasonable luck the club may now count on achieving its twentieth "A" licence before the Philistines (in the shape of November fogs) be upon us. While admitting in the most frank and open manner that Mr. T. N. Stack is nobody's "inveterate rival," one may yet be permitted to offer him a gentle pat on the thoracic vertebrae in respect of his well-intentioned efforts in the way of turning out pilots.

Congratulations also to Mr. Mark Lacayo, one of the club's first pupils, who followed up his success in the inter-club members' race at Woodford by capturing the Gladstone trophy at the Yorkshire meeting last Saturday.

Will members please note that the club will not be closed on the 6th, 7th and 8th as announced last week, but will re-open at 10 a.m. on Wednesday, the 6th inst., for flying as usual.

CLUB DOINGS

The Midland Aero Club

REPORT for week ending October 2:—The total flying time for the week was 10 hrs. 38 mins. The following members were given flying instructions: E. R. King, J. Brinton, H. Beamish.

The following "A" pilots made solo flights: H. Willis, W. Swann, R. L. Jackson, C. L. Knox, E. J. Brighton.

During the week E. R. King and J. Brinton made their first solo flights, which in each case was satisfactorily carried out.

Mr. Willis had a forced landing on the Austin "Whippet" on Sunday, but despite the small size of the field in which he landed, no damage whatever resulted.

The Newcastle-upon-Tyne Aero Club

REPORT for week ending September 26:—Dual instruction, 5-30 hrs.; solo, 13-05 hrs. Total, 18-35 hrs.

The following members flew under instruction with Mr. Parkinson: Miss C. R. Leathart, Mrs. Marcks, Messrs. Irving, E. C. Kennedy, Somerville, Matthews, Shaw, Middleton, J. M. Kennedy, Turnbull, H. Ellis.

Solo: Mr. Phillips with Mr. Whitfield and Mr. A. Bell as passengers. Mr. Forsyth Heppell with Mr. Herdman as passenger. Mr. N. S. Todd with Mr. W. Todd and Mr. R. N. Thompson. Dr. H. L. B. Dixon with Mr. Charlton and the Rev. Mr. Allen. Mr. R. N. Thompson with Mr. Whitfield, Mr. Carr, Mr. N. S. Todd, Mr. H. Ellis.

LX left for Woodford on Saturday, so that on account of this and the absence of Mr. Parkinson only a small amount of flying took place at the aerodrome.

Report for week ending October 3rd:—Dual instruction, nil; solo, 7 hrs. 15 mins. Both "Moths" were at Sherburn from Saturday until Sunday afternoon. LY was returned to service on the 1st, and took part in the Yorkshire Club's meeting.

The following members flew:—Mr. Phillips with Messrs. H. Ellis and Carr. Mr. R. N. Thompson with Messrs. Whitfield and Ellis. Mr. N. S. Todd with Miss B. Thompson and Miss N. Turnbull. Mr. Forsyth Heppell and Dr. H. L. B. Dixon flew alone.

The club is very well pleased with the performance of its team in the relay race at Woodford. The tankards did come to Newcastle after all! The team was as follows, not as given in the programme and previous reports:—Mr. Forsyth Heppell, Mr. F. H. Phillips, Mr. N. S. Todd, and Dr. H. L. B. Dixon. Mr. N. S. Todd was placed second in the landing competition. Mr. Baxter Ellis was absent on holiday.

Dr. Dixon has collected another *ab initio* trophy, that from the Yorkshire Club's meeting, and all are pleased that Mr. R. N. Thompson obtained third place.

Mr. Phillips was second in the competition for the Captain Gladstone trophy, and Mr. Parkinson second in the bomb dropping competition.

Now that the club has completed one year's operations and that the flying meetings are over for the year, the club looks back with satisfaction upon the progress made.

The total amount of flying carried out is 1,160 hrs. Twelve members have obtained licences and a further eight are in the final stages of training, and 17 have had a considerable amount of dual instruction and with a continuity of practice will soon pass out on the two original "Moths."

The following are the successes gained in the four meetings attended, including the Newcastle meeting:—

Yorkshire Aero Club's Meeting (August)

Instructors' race.—Mr. J. D. Parkinson, trophy presented by Mrs. R. W. Kenworthy, and £20.
Open handicap.—Mr. J. D. Parkinson, second prize, £10.

Newcastle Meeting

Instructors' race.—Mr. J. D. Parkinson, President's Cup and prize (first).
Inter-Club Members' race.—Dr. H. L. B. Dixon, trophy presented by Mrs. De Lancey Willson.

Lancashire Club Meeting (September)

Team race.—Team of four members, four silver tankards, presented by Sawley Brown, Esq.
Landing competition, Mr. N. S. Todd.—Silver cigarette box. Second prize, presented by Mr. John Lord.

Yorkshire Meeting (October)

Inter-Club Members' race.—Dr. H. L. B. Dixon (first). Silver cup, Mr. R. N. Thompson (third).
Landing competition.—Mr. F. Howard Phillips (second).
Bombing.—Mr. J. D. Parkinson (second).

ENGLAND-AUSTRALIA-ENGLAND



COBHAM'S MESSAGE TO "FLIGHT" READERS

"Now that the flight is over, my sincere wish is that the great public interest in aviation that we have been so fortunate in creating, at the termination of our flight, will remain permanent in the minds of the people, for then we shall know that a big step has been taken in the progress of aviation, and that the troubles and trials of our flight were well worth while.

"When we departed on June 30 we were out to fly to Australia as quickly as possible, but at the same time we had no definite schedule to work to, and we were not out to break records, for our main object was to fly to Australia through the heart of a monsoon on a seaplane, without any undue risks, and to try and give an impression to the world at large that the flight was not a stunt, but a sound, practical proposition in which we were endeavouring to survey the possibilities of intermediate air routes between London and Australia from a seaplane point of view.

"I would like to state that during the months in which we chose to do the job—July, August and September—it would have been impossible, as we encountered the weather, to have accomplished the flight on an aeroplane, and it was only by being able to alight at any moment on the various waterways we passed over that we were able to get through the various monsoon storms which we encountered.

"I knew little about seaplanes before we started, but I have learnt a lot since, and from my experience the de Havilland 50J Seaplane, in its class, could not have been beaten for the job. The machine itself behaved perfectly throughout the flight, and gave no trouble whatsoever, despite the fact that it was drenched through and through, even worse than if it had been submerged in the sea, and only a few days later was subjected to the glaring sun and the dry heat of 110° in the shade.

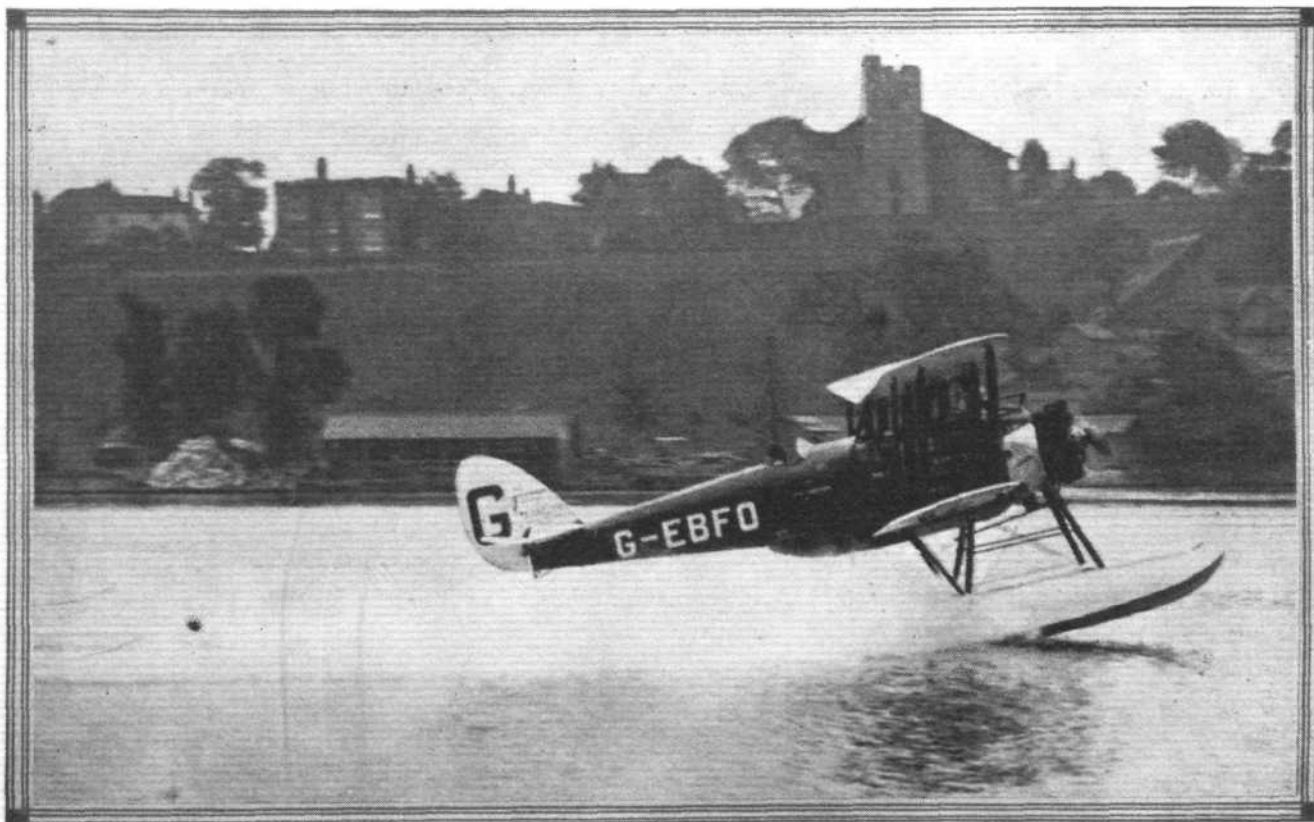
"The Short all-metal floats were perfect in design, inasmuch as we were able to get off the water on all occasions with as much as 1,000 lbs. overload, on a machine whose maximum permissible load was about 4,000 lbs. They remained watertight throughout.

"Regarding the Siddeley 'Jaguar' engine, which in the past has earned for itself the reputation of persistent reliability, it has secured on this flight the distinction of being the first aero engine in history to go across the world and back again without complete overhaul, for the main bearings were never touched at all. Thus, this has been the longest trans-world flight ever accomplished with the same engine. Whether in deluge of rain or in terrific heat, our 'Jaguar' purred without a falter the whole 28,000 miles. There may be aero engines as good as the 'Jaguar,' but I know of no better.

"The tragic death of Elliot almost made me forsake the flight, but I was extremely fortunate when the R.A.F. lent me Sergt. Ward, who proved a stout fellow, and later I was fortunate in securing the additional services of Mr. Capel, at Melbourne, to help us out with the extra work of making two jumps a day, where possible, on the homeward flight.

"The Sir Charles Wakefield Flight to Australia and back was done at the worst time of the year, and I know from past experience how simple it is to fly over that route out of the monsoon period, and therefore I have no fears for the future of intermediate air routes between England and Australia."

ALAN J. COBHAM



ENGLAND-AUSTRALIA-ENGLAND: Mr. Cobham starting from Rochester on June 30

ENGLAND—AUSTRALIA—ENGLAND

As indicated in last week's issue of *FLIGHT*, the great England-Australia-England flight has been brought to a successful conclusion, and on October 1 Mr. Alan Cobham arrived back in London, "according to plan." Mr. Alan Cobham's home-coming was made the occasion of a remarkable and historic demonstration, both official and civic—a demonstration which indicated that, after all, we as a nation are capable of recognising, sometimes, the skill and accomplishments of our own history-makers.

Some thousands of people assembled by the river-side at Westminster and elsewhere along the Thames between Gravesend and Hammersmith to pay tribute to the hero of what was undoubtedly the greatest flight in the history of British aeronautics. In fact, last Friday's scenes were unprecedented, and the enthusiasm shown was a fitting tribute to a really splendid achievement.

Mr. Cobham, continuing on the final stages of his flight from Athens, flew on to Naples on September 29, with the intention of proceeding to Marseilles the same day. Weather conditions, however, were against him, and so he made a halt for the night at Orbetello, on the Italian coast, in Tuscany. Early next morning he started off against a strong head-wind for Marseilles, whence he proceeded to Sartrouville, about nine miles from Paris on the Seine, where he arrived shortly before 6 p.m. and was given a hearty welcome by a crowd which had assembled to witness his arrival. He was received by Wing-Commander Smyth-Pigott, Air Attaché from the British Embassy in Paris.

At 11.15 a.m., on October 1, Mr. Cobham and his companions

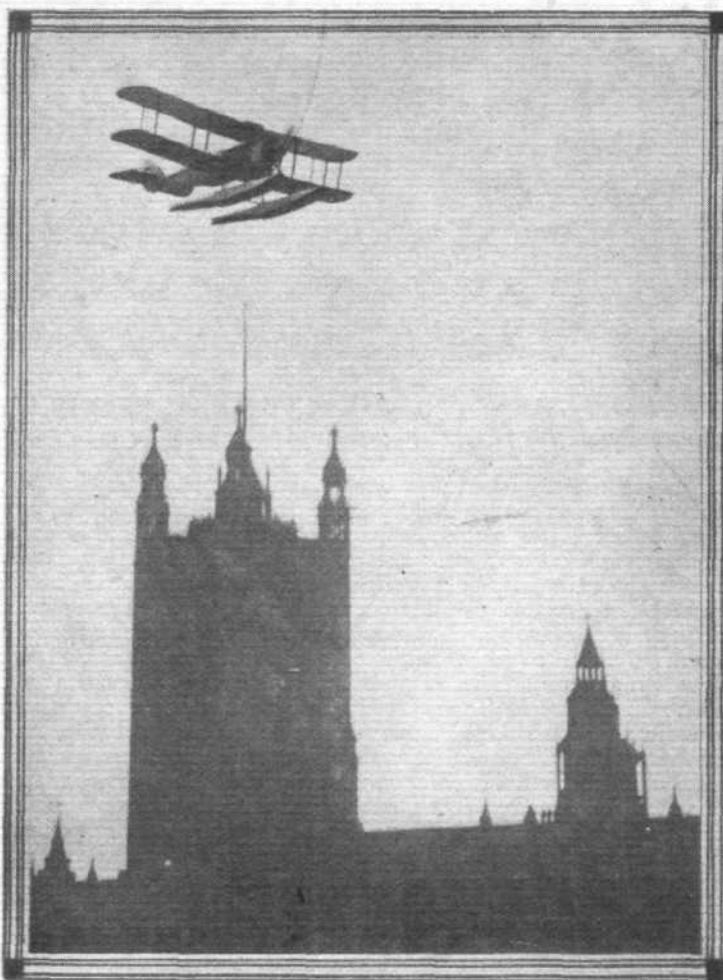
set out from Sartrouville, accompanied by another aeroplane, on the final stage of the flight. Flying via Rouen and Dieppe, they crossed the Channel and arrived over Hastings at 1.18,

where a vast crowd had gathered on the front and cheered the machine as it passed, circling the castle before heading for Maidstone. They passed over the latter place at 1.37 and then proceeded to Rochester—the original starting-point of the flight—where, just before 2 p.m., they were received with much enthusiasm, rockets being fired and hundreds of people cheering as the D.H.50 circled the Medway.

From here Cobham proceeded up the Thames, and as he progressed towards London the crowds of spectators lining every vantage point along the banks became larger and larger. Cheers and blowing of sirens greeted them all the way up to the Tower Bridge, which was reached by 2.12 p.m.

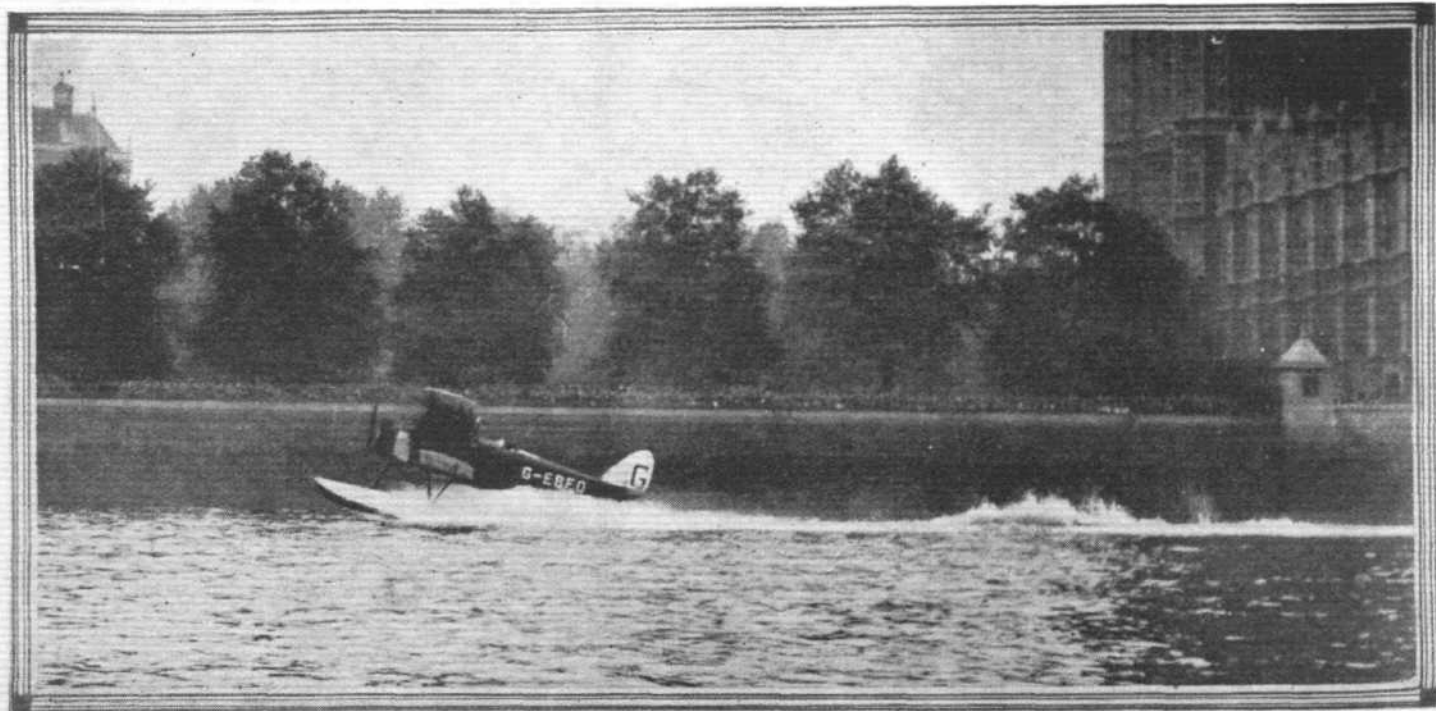
In the meantime vast crowds had collected on the embankments in the vicinity of Westminster, as well as on the roofs of all buildings near by. Victoria Tower Gardens and Albert Embankment were black with people, while Westminster Bridge, in spite of the efforts of the police to keep it clear, was thronged with spectators even up to the time of Cobham's arrival. Numerous launches and other water craft, some decorated with flags, were moored at points of vantage opposite the Houses of Parliament, and everywhere there was a hum of excitement.

By 2 p.m. the Terrace of the House of Commons was well filled by a distinguished gathering, amongst those present being: The Right Hon. Sir Samuel Hoare, Secretary of State for Air; Air Vice-Marshal Sir P. W. Game, Air Vice-Marshal



"FLIGHT" Photograph

HOME! The D.H.50J (Siddley "Jaguar") seaplane, piloted by Mr. Alan Cobham, accompanied by Sergt. Ward and Mr. Capel, "flies past" the Houses of Parliament, at the finish of the 28,000-mile flight to Australia and back, on October 1, 1926.



THE FINISH OF THE ENGLAND—AUSTRALIA—ENGLAND FLIGHT: Mr. Alan Cobham alighting on the Thames opposite the Houses of Parliament at Westminster, October 1, 1926.



THE FINISH OF THE 28,000-MILE FLIGHT : The D.H.50J (Siddley "Jaguar") seaplane, piloted by Alan J. Cobham, crossing the line, on October 1, 1926, at—according to the "Time-keeper"—2.27 p.m.
Inset, "Alan J." still smiling

Sir Sefton Brancker, Prince Feisal, the Maharaja of Burdwan, the High Commissioner for Australia and Dame Mary Cook, the Speaker of the House of Commons, the Duke of Sutherland, the Marquis of Lincolnshire, Viscount Burnham, Viscount and Viscountess Chelmsford, Lord Thomson, the Mayor of Westminster (Councillor G. H. Heilbuth) and the Mayoress, preceded by the Mace-Bearer (special permission having been given for carrying the mace into the precincts of the House) Sir Charles Wakefield, Bt., and Lady Wakefield, Lieut.-Col. Moore-Brabazon, M.P., Sir Newton Moore, M.P., Sir F. Hall, M.P., Sir R. Waterhouse, the Right Hon. J. Ramsay MacDonald, M.P., and Miss Ishbel MacDonald, the Right Hon. T. P. O'Connor, M.P., the Right Hon. J. H. Thomas, M.P., Colonel de Satagá, Capt. Ian Fraser, M.P., Mr. J. D. Cassels, K.C., M.P., Mr. J. M. Erskine, M.P., Mr. George

Eight minutes later the machine returned to Westminster and, after flying two or three times past the Houses of Parliament, Cobham came in low over Westminster Bridge—now completely blocked with vehicles and pedestrians—and, with a brief side-slip, gently alighted on the Thames—at 2.27 p.m.—right opposite the Terrace. As the machine came to rest a motor launch dashed up alongside and took the seaplane in hand, whilst Cobham and his companions climbed out and got into another boat, which conveyed them to the Terrace steps.

All this time the cheering never ceased, but increased in volume as Cobham was seen to dash up the steps—three at a time—and embrace Mrs. Cobham, who was awaiting him at the top of the steps. Sergt. Ward and Mr. Capel followed shortly after. After a short interval, the party, including the Speaker (Mr. J. H. Whitley), Sir Samuel Hoare

England-Australia-
England, Going
Ashore: Mr.
Cobham and his
engineers, Sergt.
Ward and Mr.
Capel, leave their
hardy D.H.50J
seaplane, after
alighting on the
Thames, and proceed by boat to the
House of Commons
Terrace, where
official welcome
awaited them.



Balfour, M.P., Mrs. and Miss Porteous (the aunt and cousin of Mr. Cobham), and officials of the De Havilland Company.

At 2 o'clock, when Cobham was expected to arrive, all eyes were turned eastward, and one could almost feel the intense excitement that prevailed all around. Weather conditions were ideal, there was very little wind, and the sun was shining through scattered clouds.

Suddenly, at 2.13 p.m., a shout went up "There he is!" and the D.H.50J appeared over the County Hall, flying comparatively slowly at a few hundred feet, with the engine purring proudly. Instantly there was a spontaneous roar of cheering, a blowing of sirens and motor horns, and as the machine flew past the "House" towards Hammersmith, we could see the occupants waving their arms to the crowd below. The machine passed quickly out of sight, following the course of the river, and all the way up to Hammersmith, where Cobham made a wide circle before turning back, large crowds of people sent up a mighty cheer.

and Sir Sefton Brancker, proceeded to the Speaker's house, where a private reception was held, after which they made their way—with difficulty—through the crowd to the official reception enclosure on the Terrace, when the airmen were officially welcomed by Sir Samuel Hoare.

Sir Samuel then read the following message from the King: "On your safe return from Australia, I offer you a cordial welcome home and congratulate you heartily on the successful termination of yet another historic flight."

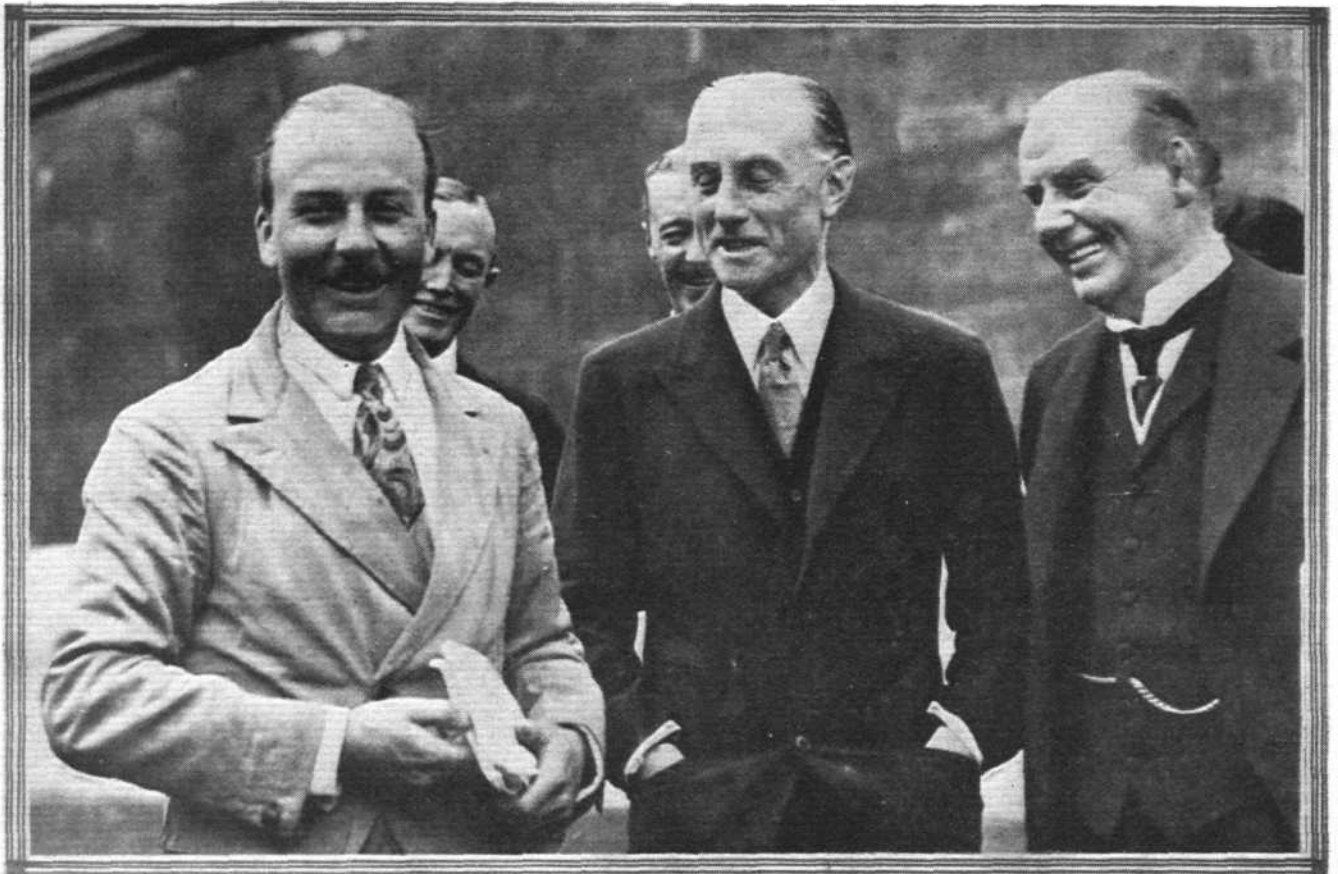
"GEORGE R.I."

After reading this message, Sir Samuel said he was proud it was his good fortune, on behalf of the British People, to offer a welcome to Mr. Cobham and his two colleagues on one of the most historic sites in the centre of the Empire, where several generations of the ablest men of note in the service of the State had been received from year to year. It was the first occasion on which the Terrace at Westminster had received one of the great pilot pioneers of the Empire, and

he hoped that in future there would be a succession of such pioneers coming among them. The flight to Australia and back was not the first of Mr. Cobham's great flights. He held the record of being the first civilian pilot to make an organised flight to India, over a distance of more than 16,000 miles. Shortly afterwards he made a flight to South Africa, covering more than 17,000 miles. That day they welcomed him back from a flight which extended over 28,000 miles, through great diversities of climate, in the heat and terrible weather, over wide expanses of dangerous sea, covering a distance that exceeded the whole extent of the circumference of the world. Mr. Cobham, by his achievement, had done more than politicians sometimes did to bring the people of the Empire more closely together, both in body and in mind. The thanks of the country were also due to the wives and families of both Mr. Cobham and of both the mechanics, for without them this great achievement would have been impossible. A word of sympathy was also to be said for the mother of Elliott, who so tragically lost his life in Iraq. They

In a cordial speech of welcome, Sir Charles Wakefield said that Mr. Cobham needed no assurance that his fellow countrymen welcomed him. In every corner of this kingdom and Empire men and women had been watching the progress of this wonderful flight, and at this moment were saying to one another, "I wish I could be there." Sir Samuel Hoare had spoken for the Government. As a private citizen, he (Sir Charles) would speak for all those citizens of the Empire who were with them that day in spirit, though distant in terms of space.

The flight, he said, had demonstrated that Great Britain was not decadent. The spirit of adventure that looked to the heights, and the secret of mastery that achieved them, were still part of our national heritage. He was proud to have had his name associated with this splendid achievement, which was from first to last a personal triumph for Mr. Cobham, and would have a unique place in the history of Imperial aviation. Every heart responded to the great deed planned, attempted, and achieved. In the years to come



ENGLAND—AUSTRALIA—ENGLAND : Everybody Happy! Mr. Alan Cobham (smiling), Sir Samuel Hoare (also smiling) and Sir Charles Wakefield (smiling also) on the Terrace of the House of Commons at the conclusion of the big Flight.

must not forget also the wonderful machine in which the flight was achieved. The D.H.50 had now broken every record for long-distance flight, and was a wonderful tribute to the excellence of British workmanship.

"Lastly," concluded Sir Samuel, "I should like to say a word of thanks to Sir Charles Wakefield, without whose support this flight might never have taken place at all. Sir Charles Wakefield bears a name greatly honoured in the City of London. Time after time he has supported British flying, and I cannot do better, it seems to me, in thanking him today, than to say I hope that in every enterprise he supports he will always have such splendid helpers to carry it out as he had in the case of Mr. Cobham and his two colleagues. May British flying always have the support of far-seeing and generous patrons like Sir Charles Wakefield, for if we have that support, backed up by the help of public opinion generally, British flying will progress much more quickly than would otherwise be the case. In your name I end by offering your congratulations to our three friends, and by wishing them good luck in every future flight they may make, either separately or together. I ask you to give them three cheers."

The Mayor of Westminster then offered congratulations on behalf of the citizens of Westminster.

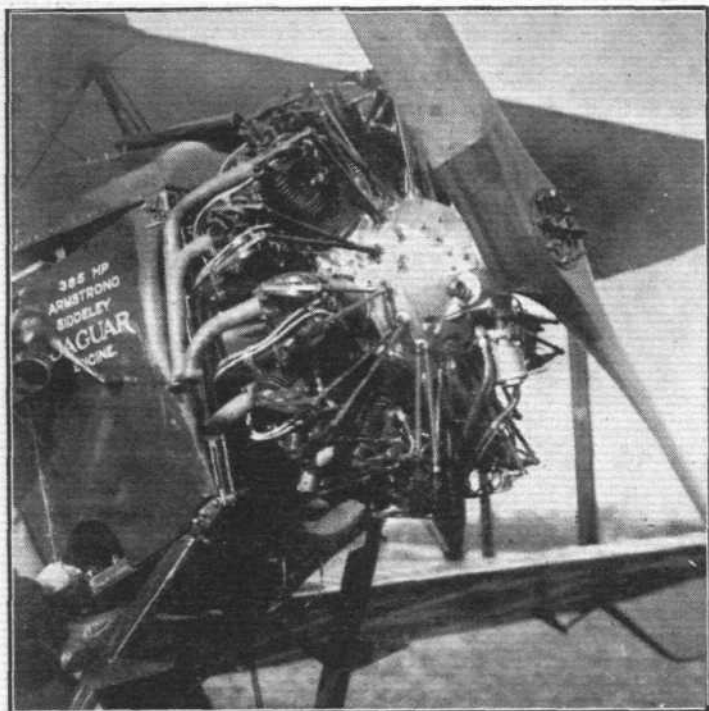
Cobham's landing on the waters of the capital river of the Empire after his great pioneering flight of survey would take rank among the historic moments of our national story. We, who had the privilege of witnessing what others would record with pride, thanked him and congratulated him on the triumphant conclusion of a great Imperial task.

Then, midst more cheering, Mr. Cobham rose to reply, saying that day was a very proud one for him. It had been in his mind ever since he started that when he got back he would like to land on the Thames, if only in order to bring home to the British public that flying was not such a stunt as some people thought it was. The flight to Australia was no stunt, remarked Mr. Cobham, it was done to try to find out what they could, and he assured them they had found out a lot in the face of severe difficulties. He could never have carried out the flight if it had not been for the hundreds of people who had helped him, particularly the designers of the machine, the makers of the engine, the all-important floats, and the hundreds of people along the route to whom he wrote. "There must have been," said Mr. Cobham, "a hundred people to whom I wrote, asking them to do something for me without offering anything in return, and because they believed in aviation or in what I was trying to do every one of them helped me. Some of them had never seen an aeroplane before."

Mr. Cobham referred to the death of Mr. Elliott, his mechanic, who was shot in the desert, an occurrence which he described as "that terrible tragedy of Basra, when I lost Elliott."

He also paid a glowing tribute to Ward, the mechanic, who took his place. "Ward only knew the engine by theory, and nothing about seaplanes, and it speaks very well

Referring to his welcome, he said there must have been a million people watching his machine land. "I hope the success of the flight does not end here," he added. "I do



17,000 + 28,000 = 45,000 ∴ The Armstrong Siddeley "Jaguar" which accomplished its second big task without a falter.

of him that we were able to get right through and home again without a hitch. I knew the terrific job it would be to fly two jumps a day with only two of us—perhaps eight hundred or a thousand miles a day—so I asked Capel if he would like to come back with us, and he said he would. I don't know what we should have done without him."



["FLIGHT" Photograph]

BRAVO! ENGINEERS: Mr. Capel, of Armstrong Siddeley Motors, and Sergt. Ward, R.A.F., who looked after the needs of the "Jaguar" engine—a task calling for constant watchfulness, and often hard work after the day's flight.

hope that all the people of Britain will realise the great importance flying is going to be to the future of everybody. If they do, then I shall be happy in the thought that we



["FLIGHT" Photograph]

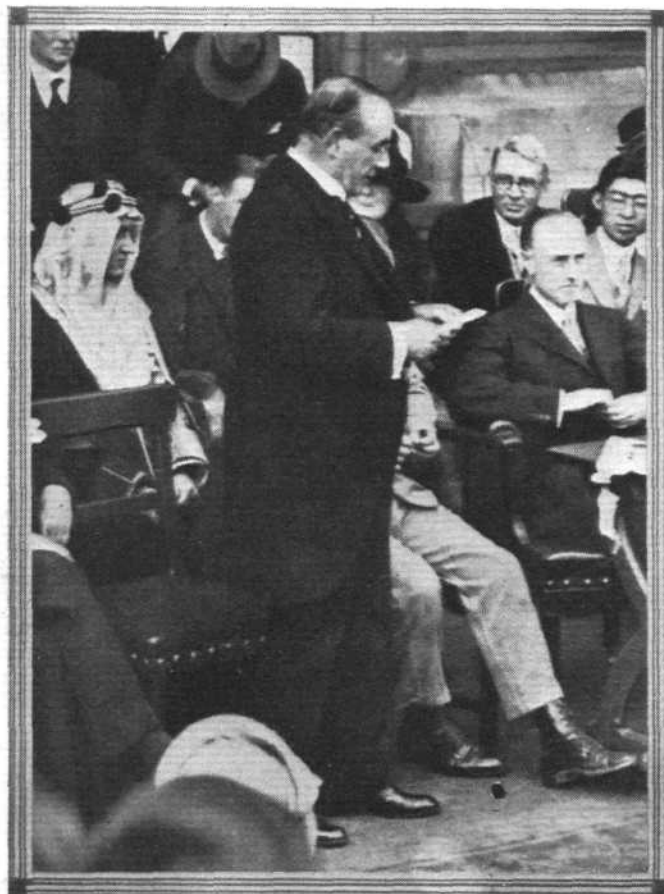
ENGLAND—AUSTRALIA—ENGLAND: Our picture shows the official welcome given to Mr. Cobham on the Terrace of the House of Commons, October 1, 1926, at the successful conclusion of the flight. Sir Samuel Hoare, Secretary of State for Air, is seen making his speech, and on either side are Mr. and Mrs. Cobham. Among those present may be recognised Sir Chas. Wakefield, the Mayor of Westminster, Sir Sefton Brancker, the Duke of Sutherland, Lieut.-Col. Sir Francis McClean, the Speaker (the Right Hon. J. H. Whitley), etc.

have achieved our task in finishing the flight right back here to Westminster. I thank you very much indeed."

Mr. Cobham then sat down, but immediately rose again, and turning to Sir Samuel Hoare, said that he had with him a very important mail which he had carried from Australia, and thought that he had better hand them over—adding that he thought that he had beaten the boat.

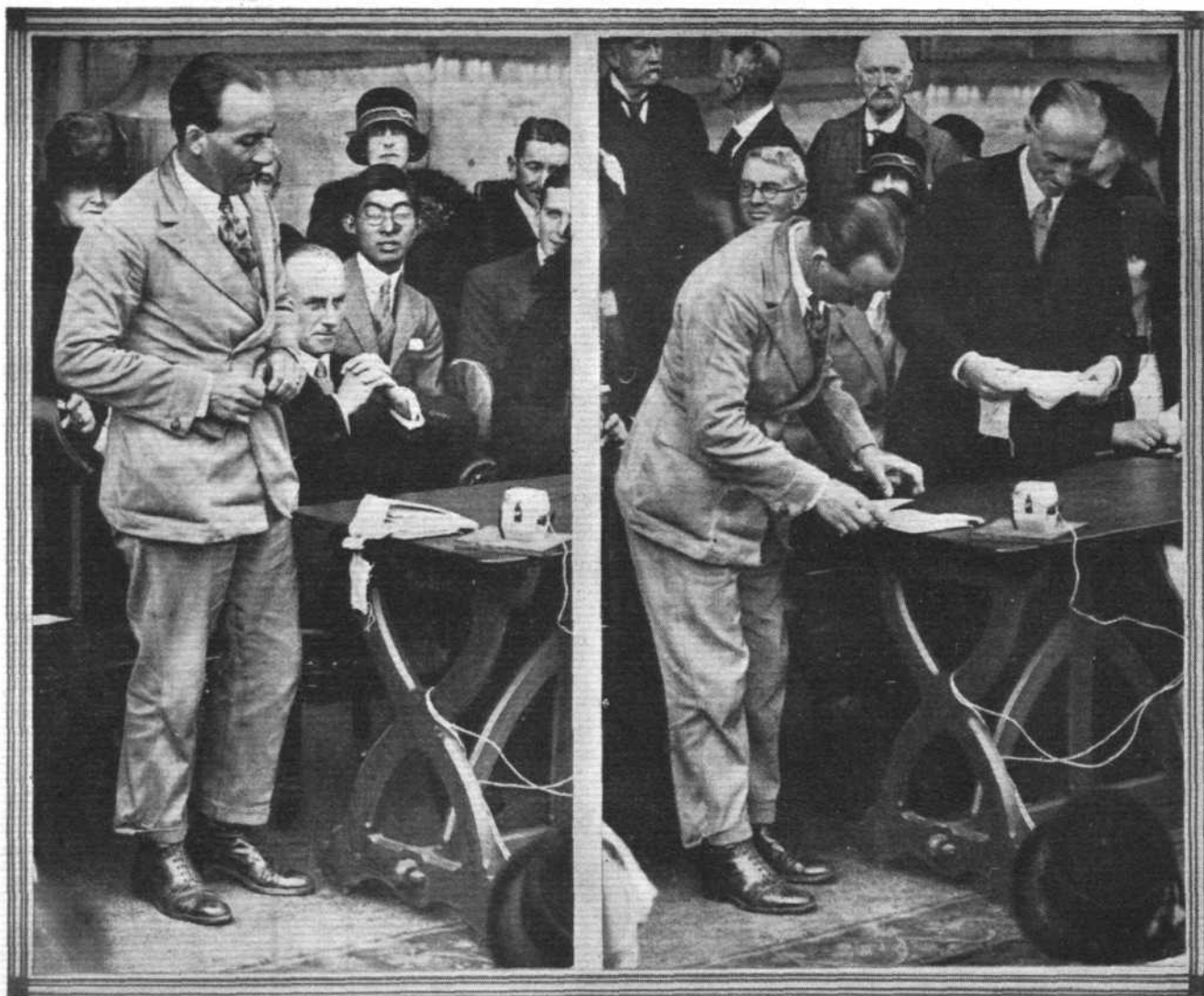
Mr. Cobham then produced a sealed packet addressed to the Colonial Secretary, which, he explained, contained a letter from the Governor-General of Australia to the King, and another to Mr. Amery, the Secretary of State for the Dominions. He also brought letters from Mr. Bruce, the Prime Minister of Australia, to Sir Samuel Hoare, to Mr. Amery, to Lord Southborough, and, among other people, to Lord Haig, Sir Charles Wakefield and Mr. Lloyd George.

At the conclusion of the official reception, Mr. Cobham and Mrs. Cobham then made their way, not without some



difficulty, to the Press room, where Cobham stated that the important point was that the whole flight had been carried out without any delay due either to machine or engine, so that from a mechanical point of view the aeroplane was as near perfect as any form of transport could be. The journey had enabled them to revise their first idea of the best seaplane bases along the route, while the experience of the monsoons would help considerably when the time came to plan out actual air routes. Much valuable data had been lected for this purpose. The route from Calcutta to Port Darwin was, he thought, ideal for seaplanes, and, in spite of the monsoons, which lasted only for a definite period each year, he believed that, with proper weather report systems, a high degree of regularity in an air service could be maintained.

"I believe also," he added, "that the flight will give a tremendous fillip to aviation in Australia. I am surprised



[“FLIGHT” Photographs]

ENGLAND—AUSTRALIA—ENGLAND : Above, the Godfather of the Big Flight, Sir Chas. Wakefield, says a few words of welcome, and below, “Alan J.” responds, then (right) delivers the mail, etc., brought back from Australia.

at the wonderful reception we got in that country, and undoubtedly the Australian people realised that the flight was a demonstration of the utility of flying. Two days after he landed in Australia an aeroplane club was formed, followed by others in Melbourne and Adelaide. The chief benefit of flying in Australia will be reaped by the private owner, as isolation will be done away with. Even now some of the farmers' sons are pottering about in light Moth machines, and the development of this sort of thing will alter the whole country."

Another enthusiastic reception awaited Mr. and Mrs. Cobham as they at last managed to break away and left Palace Yard in a motor car for home—and Alan jnr.—for large crowds had waited patiently outside to see them depart. In conclusion, we have pleasure in recording the honour which, just as we bring our story of the big flight to a close, we learn His Majesty has been pleased to confer upon Mr. Cobham,

congratulations on your series of magnificent achievements, culminating in your success of to-day, linking by airway the Dominion of Australia with the Mother Country."

Official recognition of the flight also comes from Australia in the form of a congratulatory telegram from Mr. Page, on behalf of the Commonwealth Government and Mr. Bruce:—

"Warmest congratulations on the final success of your great attempt. Your flight to Australia was a wonderful achievement under tragically adverse circumstances. You have capped it now in your triumphal return. Your feat is greater and more pregnant with hope for the future of Empire communication in that it encountered and surmounted every possible obstacle. The whole of Australia will rejoice in your exploit and safe return."

Mr. Cobham took 37 days to fly from England to Port Darwin, Australia—a distance of approximately 11,380 miles—then another eight days (after the D.H. 50J had been



["FLIGHT" Photograph

HIP! HIP!! HIP!!! Sir Samuel Hoare, Secretary of State for Air, calls for three cheers for Mr. Cobham, and these are given with a will, especially, as will be seen from our photo, on the part of the Mayor of Westminster, Sir Sefton Brancker, and the Duke of Sutherland (standing on Sir Samuel's left).

and so we feel sure our readers will join us in offering Sir Alan J. Cobham the heartiest of congratulations.

Items of Interest in the Australian Flight

People who were unable to see the finish of the Australian flight on Friday were, thanks to the B.B.C., able to hear it instead. The proceedings were broadcast from 2LO and Daventry, and a realistic impression of this historic event came through the ether very well indeed. First of all the cheering and blowing of sirens, accompanied by the noise of Cobham's engine as he flew past, was heard, after which there was a short interval during which only a babel of voices, cheering, and other noises came through. Then the cheering rose again and Cobham's voice was heard saying "How do you do, everybody? I am glad to be back again. I must say it is a very wonderful reception, and I thank everybody very much indeed." Following this came the various speeches.

It may be of interest to note that while the concluding scenes of the big flight were taking place, some 300 Armstrong-Siddeley agents were lunching at the Armstrong-Siddeley Works in Coventry. They were able, however, to hear Cobham's "Jaguar" engine, the speeches, etc., by means of the wireless broadcast. On Saturday night Cobham broadcast a talk on the Australian flight from 2LO.

The Mayor of Camberwell sent the following telegram:—

"Alan J. Cobham, pioneer of Imperial air service, care of House of Commons.—The citizens of Camberwell, your native borough, welcome you home and tender you their hearty

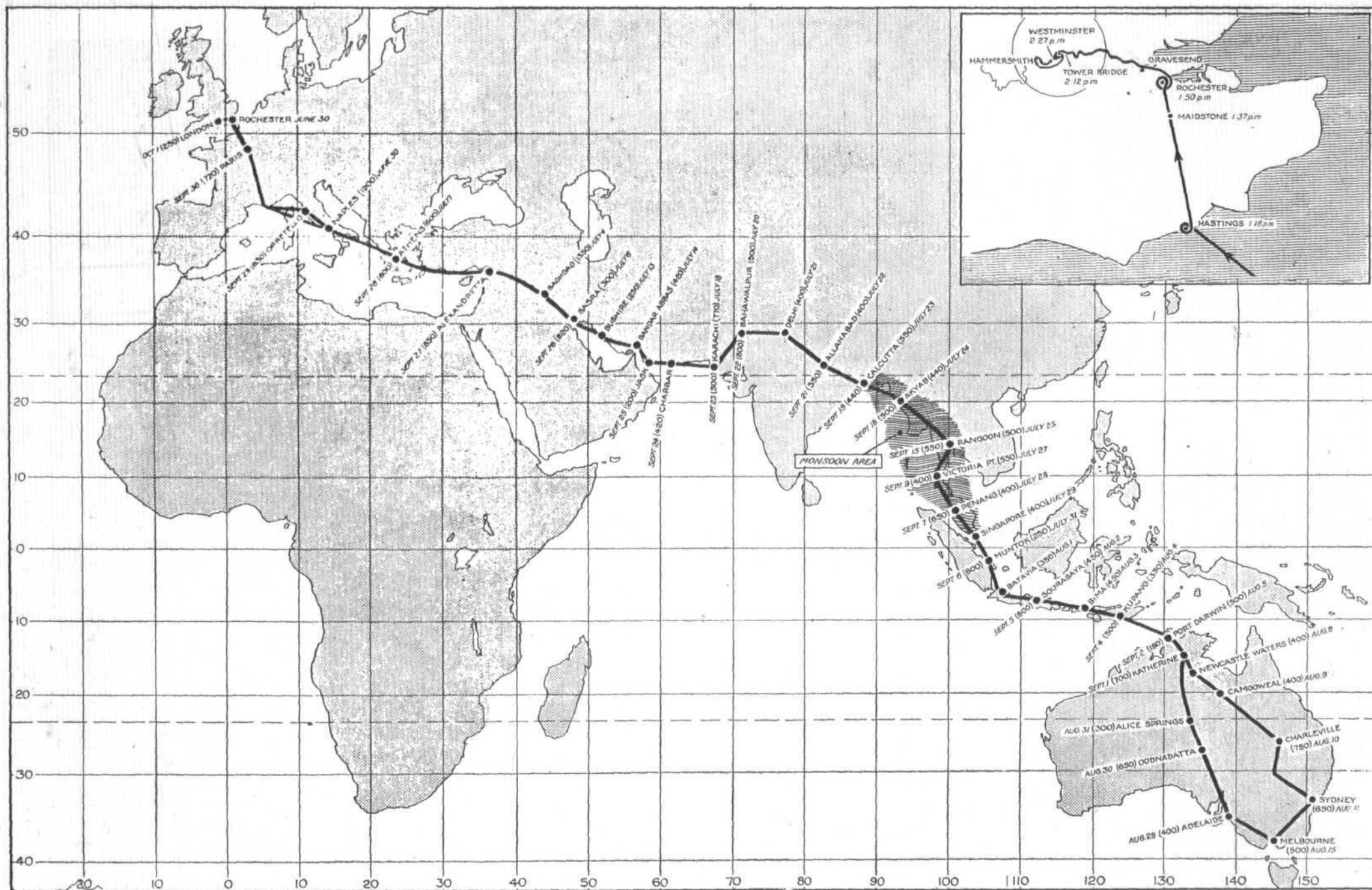
changed to a land machine) in flying to Melbourne, some 2,650 miles. On the homeward journey Mr. Cobham was five days on the 2,230-mile journey across Australia back to Port Darwin. From here the flight home, over the same route as before, occupied 28 days. Thus, Mr. Cobham has covered a total distance, in round figures, of 28,000 miles in 78 days, exclusive of the stops at Port Darwin and Melbourne, or in a total flying time of over 320 hours.

It may be of interest to note here that Sir Ross Smith, when he flew along much the same route from England to Port Darwin in Nov.-Dec., 1919, took 29 days for the journey.

In order to show, at a glance, the progress of Mr. Cobham's England-Australia-England flight from start to finish, we have prepared the following log, or "time-table." The dates on the left indicate, reading downwards, the daily progress on the outward journey, the figures in brackets being the approximate distances in miles for each daily stage—as the "crow flies" and not, in some cases absolutely as Mr. Cobham flew.

If we then read upwards, the dates on the right will show the daily progress on the homeward journey, together with the mileage.

Concerning the sketch-map on page 657, in this the approximate mileages covered in each stage are given. The route followed is shown as a series of straight lines from one port of call to another, although, naturally, Cobham frequently had to make detours.



ENGLAND-AUSTRALIA-ENGLAND : Sketch map, showing the route taken by Mr. Alan Cobham on both out and home trips. The dates *above* the line indicate the day of arrival at various places on the outward route—those *below* the line refer to the home journey. The figures in brackets give in each case the approximate mileage of each daily stage. Inset : The route taken in the concluding or "home" section of the flight.



THE ONE TRAGEDY OF THE GREAT FLIGHT: The funeral of Mr. A. B. Elliott, Cobham's trusty companion and mechanic, at Basra. Elliott, who accompanied Cobham at the start, was shot by an Arab as they flew from Baghdad to Basra.

1926.		1926.	
June 30 (start) ..	Rochester (London) ..	Oct. 1 (250)	
	Paris (Sartrouville) ..	Sept. 30 (720)	
	Marseilles*		
	Orbitello	" 29 (830)	
June 30 (1,200) ..	Naples*		
July 1 (600) ..	Athens	" 28 (800)	
	Leros*		
	Alexandretta ..	" 27 (850)	
" 4 (1,350) ..	Baghdad*		
" 6 (300) ..	Basra	" 26 (820)	
" 13 (250) ..	Bushire*		
" 14 (420) ..	Bandar Abbas.		
	Jask	" 25 (200)	
	Charbar	" 24 (420)	
" 18 (770) ..	Karachi	" 23 (500)	
" 20 (500) ..	Bahawalpur ..	" 22 (800)	
" 21 (400) ..	Delhi*		
" 22 (400) ..	Allahabad ..	" 21 (550)	
" 23 (550) ..	Calcutta	" 19 (440)	
" 24 (440) ..	Akyab	" 18 (500)	
" 25 (500) ..	Rangoon	" 15 (550)	
" 27 (550) ..	Victoria Point	" 9 (400)	
" 28 (400) ..	Penang	" 7 (650)	
" 29 (400) ..	Singapore.		
" 31 (250) ..	Muntok	" 6 (800)	
Aug. 1 (350) ..	Batavia.*		
" 2 (450) ..	Sourabaya ..	" 5 (800)	
" 3 (450) ..	Bima.		
" 4 (350) ..	Kupang	" 4 (500)	
" 5 (500) ..	Port Darwin ..	" 4 depart)	

* Intermediate stops on homeward journey.

Australian Section.

Out.		Home.	
Aug. 8.	Port Darwin.	Aug. 29.	Melbourne.
"	Newcastle Waters	"	Adelaide (400).
"	(400).	"	Maree.
"	Brunnett Downs.	" 30	Oodnadatta (650).
" 9.	Camooweal (350)	" 31.	Alice Springs (300).
"	Cloncurry.	"	Banka.
"	Longreach.	Sept. 1.	Katherine (700).
" 10.	Charleville (750).	" 2.	Port Darwin (180).
"	Bourke.		
"	Narromine.		
" 11.	Sydney (650).		
" 15.	Melbourne (500).		

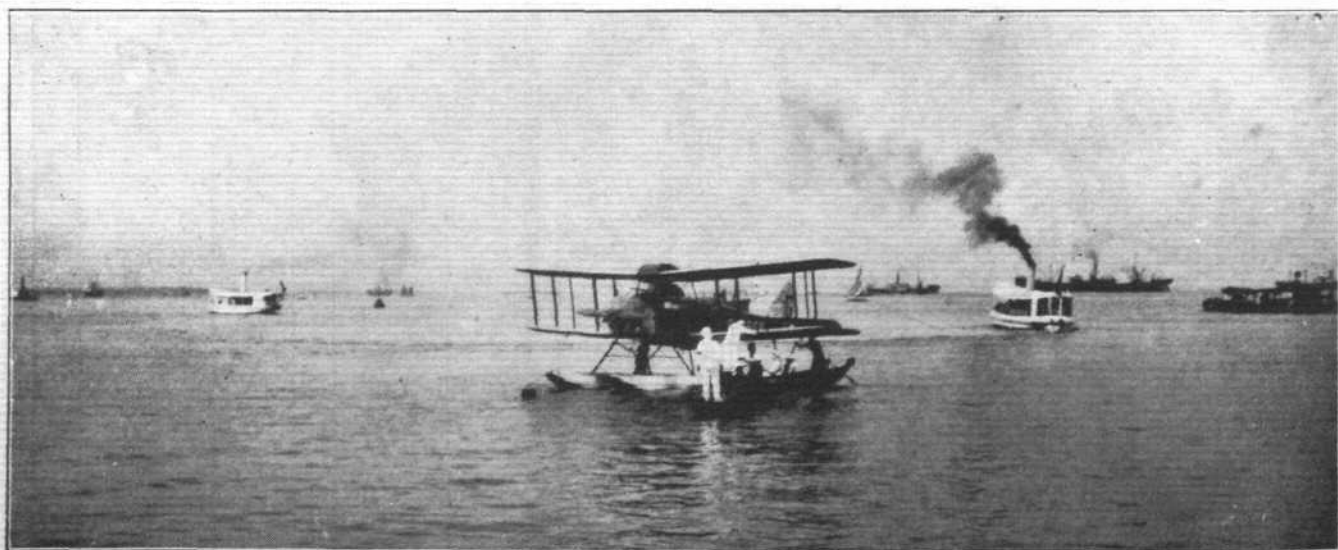
Full credit for the skill, endurance and courage having been given to the human side of this great flight, it must be remembered that it also constitutes a wonderful triumph for all British aircraft construction and design. The 28,000 miles flown was accomplished with the same engine and machine from start to finish.

The 385 h.p. Siddeley-Jaguar engine is all-British and was made at Coventry. It is the identical one with which the flight from London to Capetown and back was made last spring.

During this present flight there has been no complete overhaul of the engine, which is probably a world's record for a long-distance journey under such conditions.

The machine is a real old war-horse with a record of pioneer flights that should make her worthy of the British Museum.

The De Havilland 50 G.E.B.F.O. was built in 1923 and did many big trips about Europe. It was the first machine to fly from London to Africa in the day.



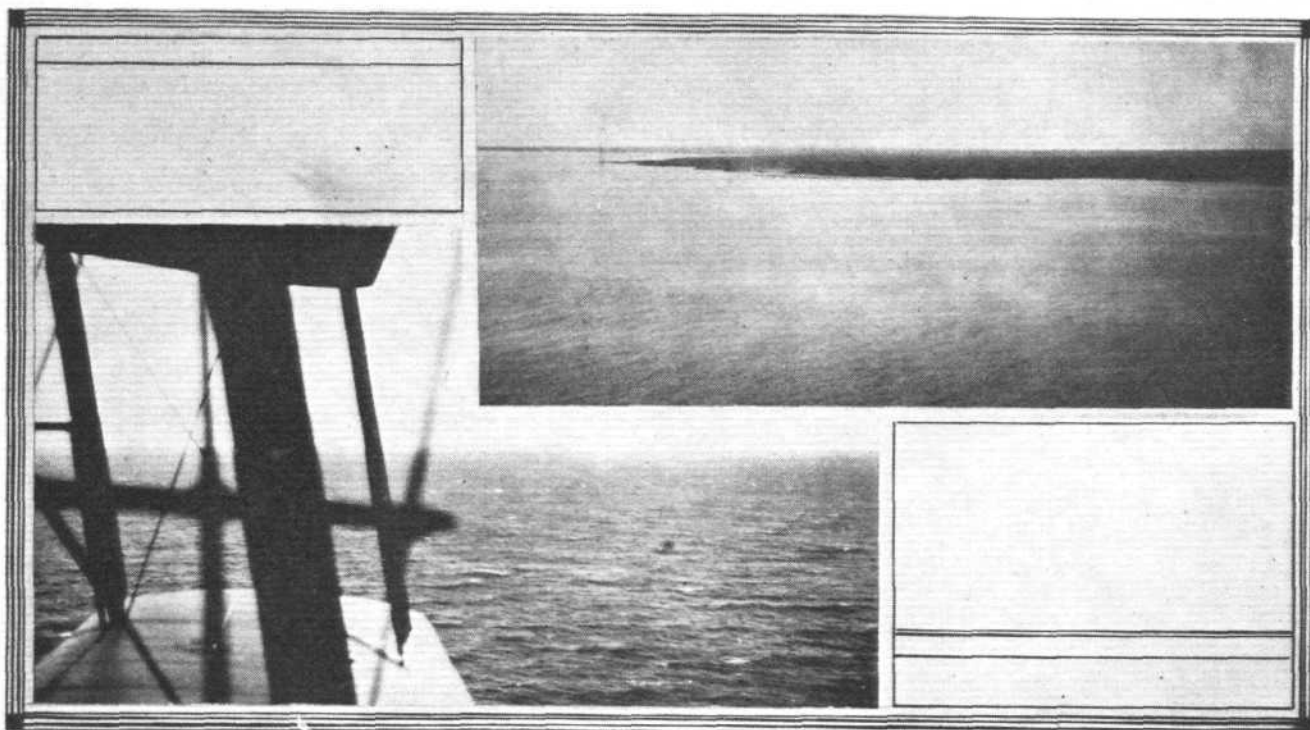
ENGLAND-AUSTRALIA-ENGLAND: The arrival at Singapore on July 29 during the outward journey. Mooring the D.H.50 for the night.

Then, in 1924, G.E.B.F.O. flew from London to Rangoon and back, when Cobham piloted Sir Sefton Brancker on his flight of survey.

Then it went to the Cape and back and now, fitted with a pair of Short's all-metal floats, has flown from England to Australia and back.

to Charbur, the Burma Oil Co. from Charbur to Rangoon, and Shell Mex Co. thence to Melbourne.

The magnetos used on the Siddeley "Jaguar" are the identical two B.T.H. machines which were used on the previous flight to Capetown. Although the magneto is such a small machine, its function is all-important, for unless sparks are



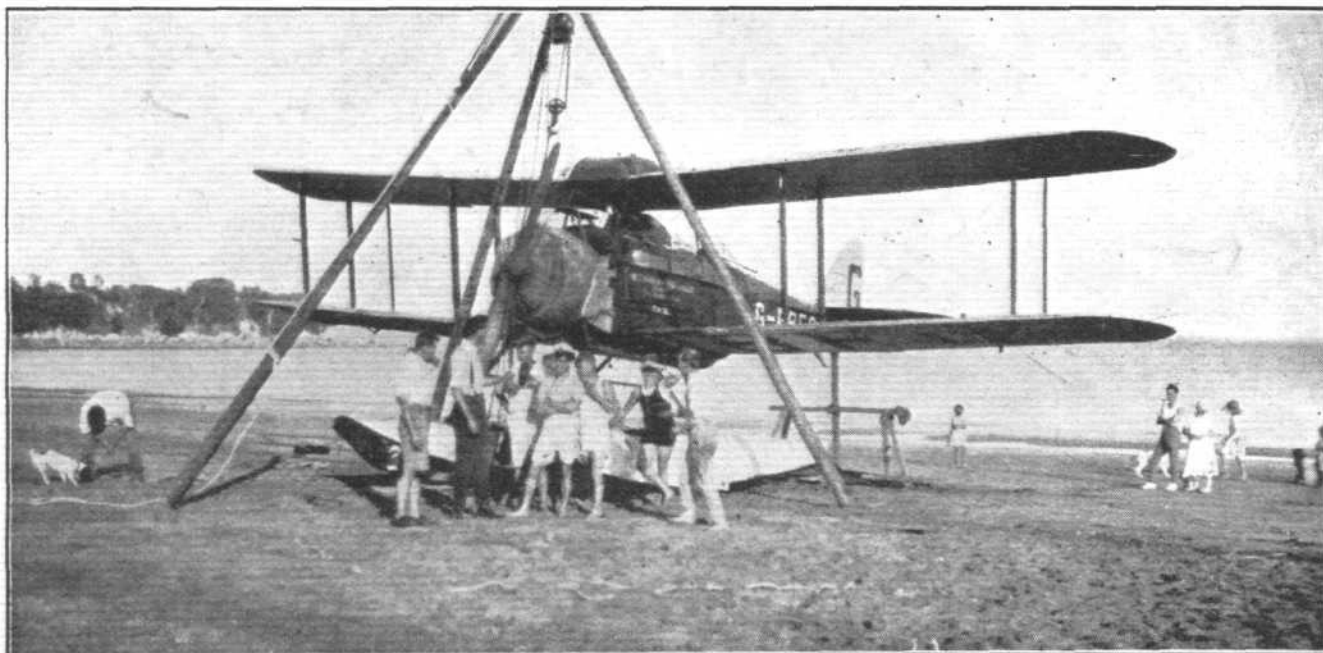
ENGLAND-AUSTRALIA-ENGLAND: The concluding stage of the outward journey. On the left a view from the machine of the open sea during the 500-mile jump from Kupang to Port Darwin, and, on the right, the first glimpse of Australia.

It is well seasoned, and since it left England on June 30 last has had every imaginable extreme of climate, from the burning sun of Africa to the freezing cold of Northern Europe and the drenching rains of the Burma monsoon.

Special mention must be made regarding the Short all-

produced with unfailing regularity, the engine must fail to operate.

To start for Australia with the same magnetos which had experienced such severe conditions as those of the Capetown flight is evidence of very great confidence in



ENGLAND-AUSTRALIA-ENGLAND: At Port Darwin, Australia, the D.H.50J was changed from a seaplane into a land plane on the outward journey, and *vice versa* on the home trip. Our picture shows some men of the Australian Navy assisting in this operation.

metal floats, on which much depended, and which have come through their ordeal with flying colours.

Of other contributions towards the success of the Australian flight, must be mentioned the arrangements for the supply of petrol along the route—the "B.P." Co. from England

this small but essential part of his equipment, and it is, therefore, even more gratifying to know that, in spite of the torrential rains, heat, cold and exposure which have been experienced, this confidence has not been misplaced. The magnetos in question are two of the 14-cylinder aeroplane

engine type made by the British Thomson-Houston Co., Ltd., Coventry.

Also, the "Titanine" doped fabric was in the same excellent condition at the finish as it was at the conclusion of the London-Cape-London flight.

The plywood of the fuselage, supplied by the Aeronautical & Panel Plywood Co., Ltd., was also in excellent condition.

Of course, K.L.G. Plugs and Smith instruments were used throughout the flight, and behaved—well, as they always do!

And After.

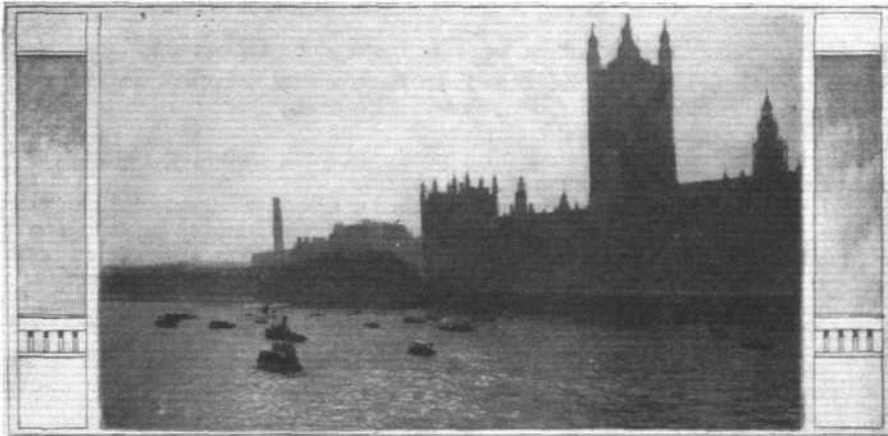
The Council of the Institute of Transport has decided to confer its Aviation Gold Medal (the donors of which are Sir Henry White-Smith and the Bristol Aeroplane Co., Ltd.) upon

Sir Alan Cobham, in recognition of his services to the development of Empire air communications. The presentation will take place in the lecture theatre of the Institution of Electrical Engineers, Victoria Embankment, W.C. 2, at 5.30 p.m. on October 19.

The school children of London will have an opportunity, thanks to the action of the *Daily Mail*, of hearing Sir Alan Cobham tell the story of his great flight. The Royal Albert Hall has been secured for this purpose, and the lecture will take place, at 2.30 p.m., on October 16. (Applications and particulars may be obtained from "Sir Alan Cobham Lecture, *Daily Mail*, Carmelite House, E.C. 4.")

Sir Alan Cobham will also give a lecture in the Royal Albert Hall, at 8.30 p.m., on October 10.

Today (October 7) Sir Alan Cobham attends a civic reception at Manchester, and is flying there from London in a D.H. "Moth."



SIR CHARLES WAKEFIELD WELCOMES ALAN COBHAM

It was a huge assembly of guests—fully 600—which foregathered at the Connaught Rooms for luncheon on Monday last at the bidding of Sir Charles Wakefield, who occupied the chair, to give a public welcome to Alan J. Cobham, A.F.C., upon his splendid flight to Australia and back. Mrs. Cobham, who was on Sir Charles' left, to join in the honours accorded to her husband, was later presented by Sir Charles with a diamond and sapphire "wing" brooch as a memento of the epoch-making flight. Sergeant Ward and Mr. Capel, the two mechanics, were also to the fore at the top table and shared in the ovation which was accorded their leader.

Following the loyal toasts, the Chairman asked the company to drink a silent toast "To the memory of all those pioneers and pilots who have given their lives to the cause of aviation, and especially Arthur Buller Elliott, who died July 6, 1926."

Sir Charles then, as a preliminary to the toast of Mr. Cobham, read portions of a letter from Sir Samuel Hoare regretting that, owing to short notice, he could not be present at the luncheon, and saying:—"Mr. Cobham has added another, and the greatest, achievement to his long and distinguished flying record, and has won another battle against the chief enemy of Empire communications—distance."

He followed this with Mr. S. M. Bruce's (the Prime Minister of Australia) letter, which Mr. Cobham brought by air, in which Mr. Bruce said:—"I am sure that Mr. Cobham's epoch-making flight will further the cause of aviation very considerably in this country"; and another from the Lord Mayor of Melbourne (Sir W. Brunton), in which he said:—"It was with extreme pleasure that I received from Mr. Alan Cobham on his arrival in Melbourne, the letter which you had entrusted to him to be carried by Imperial Air Mail, and am replying to yours by Mr. Cobham per Imperial Air Mail on his return flight to London. His arrival here was greeted with unprecedented interest and enthusiasm. His visit will, I feel certain, have a stimulating influence in arousing interest in civil aviation and promote that much desired intercourse of trade within the Empire by mapping out and surveying trade routes between Great Britain and the outposts of the British Empire."

"I greatly appreciate your reference of what has been accomplished by Australians in aviation."

"Mr. Cobham, during his short stay in Melbourne, has been most cordially welcomed wherever he has visited. He is a British gentleman whom it was a great pleasure to meet, and I had the opportunity of tending to him, as the Lord Mayor of Melbourne, a civic reception where he had an opportunity of meeting members of our Council and other representative citizens. My sincere wish is that he may arrive safely in his homeland and his mission be highly successful."

Proposing the health of Mr. Cobham, the Chairman thanked Sir Samuel Hoare and the Air Council for their generosity in suggesting that he should be responsible for the first public function to welcome Mr. Cobham.

Mr. Cobham, he said, would probably in a moment be gracefully declining the crown which they offered him. He would tell them that more heroism was demanded in crossing Piccadilly Circus at noon or braving the terrors of suburban travel at the rush hours, but they would have none of such modest disclaimers! Now that the flight had been brought to a triumphant conclusion, they must be permitted to express their heartfelt congratulations. Only a prince of pilots could have planned the journey and carried it through with such truly British coolness and daring.

After a touching reference to the sad death of Mr. Elliott, Sir Charles said that, for British people, the critical and creative phase was that still to come, for which the practical survey flights of Mr. Cobham were such an invaluable foundation. Long-distance flights, forming intangible aerial links between the farthest places of the Empire and its great heart, London: these were the great logical end of air mastery for us. In its immediate Imperial value, the question of the effective establishment of long-distance services was of paramount importance. Whilst he believed that Imperial air services would eventually establish themselves upon a commercial basis, the preliminary stage called for Imperial support. Such support would be the outcome of conferences of Imperial statesmen, and opinion in the country was ripe for any courageous step that would give us the nucleus of such an organised service. We were fortunate in having men of power and ability in charge of affairs at the Air Ministry who would not be slow to take advantage of the present favourable situation. Today they had as their chief guest of honour the

man who had done at least as much as any single person could do to hasten the coming of the age of air travel. In matters of organisation, a genius; second to none as a pilot; in cool daring and bland, imperturbable will-power, his own unique and charming self—Alan Cobham was indeed a Lord of the Air.

They gave a very hearty welcome also to Sergeant Ward and to Mr. Capel, who were Mr. Cobham's companions for the latter part of the eventful journey.

He was proud indeed to have had his name associated with this wonderful flight, which was from first to last a personal triumph for Mr. Cobham and would have a unique place in the history of Imperial aviation.

Mr. Cobham, who was received with an ovation upon rising to respond, said that this reception was rather bewildering. It had been his desire for years to make this flight, but he knew that he would have to carry out the Cape flight successfully before he could hope to command the support for the bigger enterprise. Even then it was no easy matter to organise the necessary assistance, and in the end he had to come back to his old friend, Sir Charles Wakefield, who believed in this flight, first because he was interested in aviation, and mainly because he had realised the value of aviation to the British Empire. In a brief survey of the flight he made touching reference to Arthur Elliott, whom he described as a model of what an aviation engineer should be, adding that aviation made more exacting calls upon the qualities of reliability and courage than possibly any other branch of engineering. "After the tragedy at Basra I felt like giving up the job altogether," he said, "but I had so many kind telegrams of encouragement, from Sir Samuel Hoare, from Sir Sefton Brancker, and especially from my wife, that I felt I must go on in spite of my depression."

Thanking the R.A.F. for their great help in the flight, Mr. Cobham said that Sergeant Ward in the first few days quickly proved his worth. Subsequently he and Sergeant Ward had many anxious moments together, sitting up watching the great seas, which could not be left, owing to breakers. Referring to his landing on an uninhabited island, he caused amusement by describing the shattering of his boyhood's romantic illusion of what an uninhabited island in the tropics might be. "A more dismal show I never met in my life," he said.

A high tribute to Elliott followed, and Mr. Cobham said that aviation engineers were playing as great a part in the success of British aviation as the pilots.

Describing the effect of these long flights, he said that there was a marked difference in the attitude of people as he passed through to Burma for the second time. They were willing to believe in aviation and were anxious to know more about its possibilities. Then, when he reached Australia he found most ready help from everyone. The Australian Government had sent Col. Brinsmead, the Director of Civil Aviation, from Melbourne to Port Darwin to meet him, and when he told them that Col. Brinsmead had had to fly a distance approximately from here to Constantinople, they would realise how much interest they took in the flight in Australia. After referring to the leading incidents and lessons of the flight, Mr. Cobham emphasised that 90 per cent. of the flight to Australia and back was done under British organisation. In fact, it was impossible to fly across the world without the aid of British organisation, and he thought aviation more than anything else was bringing home to the British people what the British Empire really was to the world. Australia was so vast that it had been held back by its vastness, but aviation was now coming to its aid, and isolated farmers in the interior were no longer shut off from their fellow-men. Too much emphasis was generally laid on the question whether an air route would pay; it should be looked upon as a means of opening up a country, and its success judged by the general development which followed.

"My only hope," he continued, "is that the interest that has been aroused in aviation throughout the British Isles is permanent." The whole flight was to demonstrate the practicability of aviation. "We wanted to prove that flying is an everyday affair. Everyone can learn to fly." Flying was going to bring home to the British people what the British Empire really was. It was going to give to the people of these islands a new recreation, a new life. They would learn to see the beauties of their own country under an entirely new aspect.

Lord Thomson, submitting the toast of "Imperial Communications," said that he regarded air routes as the arteries and veins of the British Empire. They would create a new

spirit or revive an old spirit, which, perhaps, was drooping—a spirit of unity, a conception of our destiny as a race, and our mission in the future. He was of the opinion that if they had an air route half-way round the world the aircraft industry in Great Britain would be one of the most flourishing of our industries.

Air Vice-Marshal Sir Sefton Brancker, responding, remarked that he believed air transport was going to help the world in general, and the British Empire in particular. It still had its teething troubles. "Sometimes it is irregular. In some hands it is unsafe, but I am glad to say not in British hands," added Sir Sefton. "We have been a nation of seamen; we can and must be a nation of airmen."

Viscount Novar, a former Governor-General of Australia, proposed "Our Overseas Dominions," and said that Mr. Cobham by his flight had given them a new outlook on the

relation of the Dominions to the Mother country. Australia was a land in which aviation had unlimited possibilities, and no greater service could be done to the Empire than to "speed up" communication between the Dominions and the mother-country.

Maj.-Gen. Sir Neville Howse, V.C., the Minister for Defence for Australia, and Mr. J. G. Latham, Attorney-General, responded to the toast, the latter emphasising how speedy communications would further the knitting together of the Empire on the basis of self-government for each Dominion.

Lord Riddell and Lord Dewar responded for "The Guests," and the toast of "The Chairman" was honoured on the proposal of the Spanish Ambassador, who referred to the work of the Royal Air Force in finding the Spanish airmen lost in the desert as an instance of how aviation helped to bind two nations together.



"TO MEET MR. ALAN J. COBHAM, A.F.C."

THUS ran the heading of the official invitation of The Air Council to those who were bidden to the luncheon at the Carlton Hotel, on Tuesday last, presided over by Sir Samuel Hoare, Secretary of State for Air, when later Sir Samuel made the announcement of the decision of His Majesty to confer upon Mr. Cobham the honour of Knight Commander of the British Empire, in recognition of the good work done by Mr. Cobham. Some 70 guests attended, in addition to Mr. and Mrs. Cobham, Sergeant Ward, and Mr. C. S. Capel.

Following the luncheon, Sir Samuel Hoare, in proposing the toast of "Our Guest," in which he included the names of Sergeant Ward and Mr. Capel, said he hoped their guest would remember this luncheon as being unique. It was seldom that the British Government offered hospitality to a British subject, whatever it might do to foreign notabilities, and moreover, it was the first time on record that a lady had been so entertained, or rather two ladies, for Lady Cobham desired to have with her a companion of her own sex in the den of lions or of Daniels, from whichever point of view one regarded it. He wished to express the appreciation of the Air Council of the flight which was a very great event, and one likely to be a milestone in the history of aviation, it being the more worthy, inasmuch as it was entirely backed by private assistance, a good omen, as it would be best for aviation not to be solely a Government affair. He wished to welcome Mr. Cobham, and was glad to think it was brought about by private enterprise, and he especially welcomed such help as given by Sir Charles Wakefield.

There were two main reasons why the Air Ministry attached great importance to this flight. Firstly, for the sake of Civil aviation, by means of which rapid communication would be developed between one part of the Empire and another. Mr. Cobham had by his work, given a conspicuous example of how this should be entered upon; viz., by bringing London within a fortnight of the various parts of our vast Empire. Secondly, there was the military reason. He must have been able to impress that lesson more directly than ever done before, upon millions of citizens who gathered together under the most varied climes and conditions during the flight. He had made flight a veritable landmark throughout his journey, and demonstrated the immense mobility of the aeroplane. This time, a seaplane—although by being able to adapt it with wheels for duty as a land machine, he had pointed the way to a solution of the most economic method of communication between the outlying points of the Empire. By changing the under-carriage from wheels to floats or from floats to wheels, such a machine could be equally available for flying for thousands of miles by land or sea. If they could so organise their air power as to move it easily from one part of the Empire to the other, over land and sea, they might find a way of making the Empire's defences more economical and efficient. The King had, Sir Samuel continued, taken the greatest personal interest in this flight, and he (Sir Samuel) was pleased to say he had been entrusted to make the first announcement of His Majesty's decision that the King had been graciously pleased to appoint Mr. Alan Cobham a Knight Commander of the British Empire, to decorate Sergeant Ward with the A.F. Medal, and confer Membership of the Order of the British Empire upon Mr. Capel, which announcement was received with vociferous applause.

Mr. L. S. Amery, M.P., Secretary for Dominion Affairs, supported the toast, and expressed his congratulations to Sir Alan, "an Apostle of Empire development," and Lady

Cobham, upon the conclusion of what had been a great organisation of skill and endurance. A new chapter in the history of aviation had been opened, in which one single aeroplane and engine had achieved one long-distance flight after another. Further, the new chapter which was opening in the development of the British Empire, meant remedying our present means of communication, which were far too slow to get the leading men of the Empire together for taking counsel, if only once a year. The bringing together of those men for personal consultation could not be compared with any other form of intercommunication. The Empire existed by virtue of its communications; it was the outcome of sea communications, and would always depend on sea communications and sea power for its defence and existence, but it would also depend in an ever-increasing measure on every form of communication which could bring its scattered parts more closely together. And towards that end, Sir Alan had blazed the trail, and what he had done had a far greater influence upon what a united Empire can do than many thousands of speeches.

Lord Birkenhead, Secretary for India, who also supported, opened in a characteristically humorous vein, and continuing, said it was the occasion of high romance comparable with the days of Elizabethan daring and chivalry, with its reward. They would remember how the accolade of knighthood was conferred on Sir Francis Drake when he landed after a memorable voyage, and the announcement which the Secretary of State had made in regard to Mr. Cobham compared with that supreme and interesting moment. When they compared the achievements of the Elizabethan navigators and pirates—great as they were, with those they were celebrating that day they were not conscious of an inferiority. They paid tribute to a man who had shown as great endurance and courage as any of the great pioneers of the past. It was easy for us at home to congratulate Sir Alan, but he would hardly forget the many hazards and trying times that he had encountered and gone through.

The achievement of the great flight was of the greatest importance to India, with its population of 300,000,000. Two hundred years ago it took seven months to reach India—seven months to send a message and seven months for a reply—and by that time the thing had happened. The position of the Governor of the Company was comparatively easy and everything worked for the best. Now all these new-fangled and ill-conceived things disturbed the tranquillity of the Minister. They were very tiresome. While they realised that these things were very embarrassing to those responsible, they must pay high tribute to a man who had shown as great a degree of courage as had been shown by any of the great pioneers of the past. He very much hoped that Lady Cobham would persuade her husband that there was a period when active flight might be abandoned to younger men. Sir Alan had played his part, and it might be that his future would be equally invaluable in the instruction of younger pilots.

They should not forget those who designed the marvellous machines which enabled this triumph to be achieved. The Armstrong-Siddeley "Jaguar" engine, which had functioned so marvellously, alone was a triumph for this country. Finally, he congratulated Sir Alan upon the well deserved honour which had been conferred upon him. He felt he would be an honour to the Order.

Sir Alan Cobham, in responding, said he felt overwhelmed by the honour done him. He was afraid he did not agree with Lord

Birkenhead, as he hoped to go on at flying until he was too old to be lifted into a machine. As to the flight, it was undertaken to achieve a real object and to kill "stunting" and to bring home to the people that flying had a practical issue, and incidentally to launch a certain amount of Imperial propaganda and to bring back a report that would be useful to the Air Ministry. Nothing theatrical was intended, but just to accomplish what they set out to do. Sir Alan paid a high tribute to Sergeant Ward who undertook at a moment's notice, the position when Elliott had been taken from him. He spoke feelingly, when at Karachi, of the willing co-operation and help of the Air Force; one and all were personally interested in his flight, and did not hesitate at whatever they were called upon to do.

It demonstrated the freemasonry of the air which existed. Had he not converted the machine into a seaplane he could not have accomplished the flight from India to Australia except with an extreme element of luck. "And I don't believe in luck," added Sir Alan. On five occasions they had trouble which they overcame in a seaplane, but he doubted if they could have done so in an aeroplane. In Australia conditions were ideal for flying, and many difficulties there could be banished by the adoption of flying.

Although it meant overloading, from Melbourne he decided to carry Mr. Capel back with them, as it meant he must have a "spare hand" to help them through, and in spite of that overloading, the Jaguar rose to it, and they came back absolutely in O.K. condition. He thought that there were not many more of this type of flight to be done. Now we wanted to get down to the regular air routes. Not to regard them at first as a commercial proposition but as an Imperial asset in opening up the country in our various possessions,

and this would repay the Empire a thousandfold for any outlay with its fast mails and other advantages; whilst it would also serve as feeders to the great steamship lines. With the termination of this flight he felt he had stimulated great interest in the future.

Amongst others present were: Lady Maud Hoare, the Earl of Birkenhead, the Rt. Hon. L. S. Amery, M.P., the High Commissioner for Australia, the High Commissioner for New Zealand, Sir Charles Wakefield, Bart., Brig.-General the Lord Thomson, Major the Earl Winter-ton, M.P., Lord Southborough, Sir Walter F. Nicholson, the Agent-General for Western Australia, the Agent-General for Victoria, Lord Stanley of Alderley, the Agent-General for South Australia, Sir Francis McClean, Sir Sigmund Dannreuther, Sir Samuel Instone, Sir Harry Brittain, M.P., Capt. H. E. P. D. Acland, Air Vice-Marshal Sir V. Vyvyan, Air Vice-Marshal Sir W. G. H. Salmond, Lord Montague of Beaulieu, Lieut.-Colonel J. T. C. Moore-Brabazon, M.P., Air Vice-Marshal Sir W. Sefton Brancker, the Agent-General for Queensland, Prof. Sir Richard Glazebrook, the Agent-General for Tasmania, Sir Herbert Hambling, Bart., Capt. Geoffrey de Havilland, Sir George Beharrell, Sir Geoffrey Butler, M.P., Capt. the Viscount Curzon, M.P., Commander H. E. Perrin, Major Woods-Humphery, Capt. W. Brass, M.P., Rear-Admiral M. F. Sueter, M.P., Major J. Evelyn Wrench, Brig.-General F. H. Williamson, Colonel Barrett-Leonard, Major R. G. Casey, Messrs. H. T. Vane, O. V. G. Hoare, E. E. Beare, Philip Foster, F. Handley Page, Geoffrey Lloyd, Stanley Spooner, H. Scott-Paine, A. V. Roe, C. R. Fairey, Basil Johnson, S. D. Siddeley, W. Newton, P. G. Bailey, Wareham Smith, J. E. Saunders, Oswald Short, G. Holt-Thomas.

THE YORKSHIRE AIR PAGEANT

THE Yorkshire Aeroplane Club held the second of its aerial pageants at Sherburn-in-Elmet on Saturday last. Although the finish of the England-Australia-England flight on the previous day prevented several well-known pilots, who had promised to come along to Sherburn, from being present, there was a remarkably good attendance of spectators—there were nearly 1,000 cars and motor-cycles parked there alone—and a good programme of events was successfully got through.

Among those present was Air Vice-Marshal Sir Sefton Brancker, who had travelled up to Leeds by train on Friday night, immediately after greeting Sir—then Mr.—Alan Cobham.

In an interview Sir Sefton Brancker expressed great satisfaction with the progress that has been made in civil aviation during the past few months, particularly by the light aeroplane clubs such as those of Yorkshire, Newcastle, London, and Lancashire, who competed in the various races on Saturday. The Yorkshire Aeroplane Club, he said, had one of the finest aerodromes in the country. As a mark of his interest and gratification at the progress the club has made, Sir Sefton Brancker urged that they should hold another pageant next year on a bigger scale and promised that he would endeavour to secure the presence of many of the leading pilots of the country.

Of the visitor-competitors there were present Mrs. Elliott Lynn; Mr. Dudley Watt, who flew his "Swallow" monoplane and Sopwith "Grasshopper"; Wing-Comdr. Harold Blackburn (Officer Commanding the Martlesham aerodrome); Mr. Lowton of the North Sea Aerial and General Transport Company's flying school at Brough; Sq.-Leader Longton,

on the Blackburn "Bluebird"; and the Lancashire and Newcastle clubs were also represented.

Mrs. Elliott Lynn, whilst on her way to Sherburn, had the misfortune to crash her D.H. "Moth," KT, fortunately without injury to herself or passenger and with only minor damage to the machine. In the actual competitions, therefore, KT was absent but Mrs. Elliott Lynn flew an S.E.5 instead. During the afternoon Sq.-Ldr. Longton gave an exhibition of crazy flying on the "Bluebird," which was much appreciated.

The afternoon commenced with a parade of machines and fly past, after which the machines lined up for an inter-club race for members trained throughout by light aeroplane clubs.

This event provided a thrilling finish, the winner being Dr. H. B. Dixon (Newcastle), Mr. M. B. Lax (Yorkshire) losing first place only by a fraction of a second.

The results of the various events were as follows:—

Inter-Club Members' Handicap Race to Selby and back.—H. B. Dixon (Newcastle); 2, M. B. Lax (Yorkshire); 3, D. H. Thompson (Newcastle).

Open Handicap Race, 25-mile course round Selby and Tadcaster.—Sq.-Ldr. Longton (Blackburn "Bluebird"), scratch, time, 17 mins. 21 secs.; 2, Mrs. S. C. Elliott Lynn (S.E. 5), 5 mins. 24 secs., time, 18 mins. 38 secs.; 3, Dudley Watt (Sopwith "Swallow"), 5 mins. 12 secs., time, 18 mins. 49 secs.; 4, Captain A. M. West (D.H. "Moth").

Message Dropping Competition (15 points for a bull, 10 for an inner, and 5 for an outer).—Yorkshire (30 points); 2, Newcastle (15); 3, Lancashire (10).

Gladstone Trophy, machines to climb 2,000 ft., then glide down with engine throttled and land near a given mark (seven entrants).—Dr. H. B. Dixon (Newcastle).

Across Canada in a Seaplane

A REMARKABLE flight across Canada in a seaplane from Montreal to Vancouver has just been accomplished. The machine, a Douglas biplane similar to the world-flight type, was owned by an American civilian, who was piloted by Sq.-Ldr. Earl Godfrey, Royal Canadian Air Force. They left Montreal on September 11 and, flying via Ontario, Sudbury, Lac du Bonnet, Prince Albert, Wabamun Lake, and Yellowhead Pass, they arrived at Vancouver on September 19. The total distance covered was about 3,000 miles, 700 of which, from Yellowhead Pass, was over mountains.

Royal Air Force Flying Accidents

THE Air Ministry regrets to announce that, as the result of an

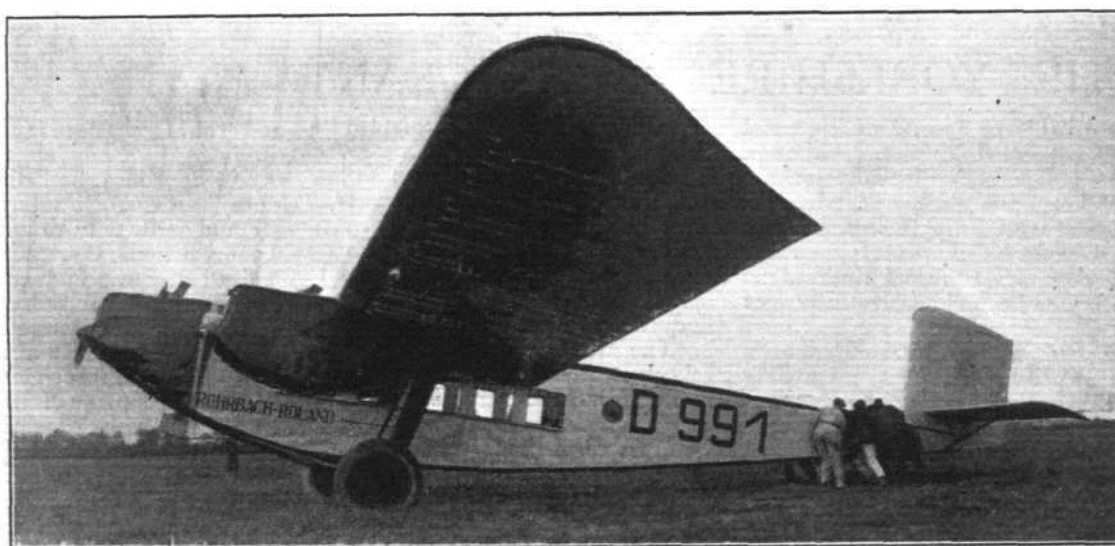
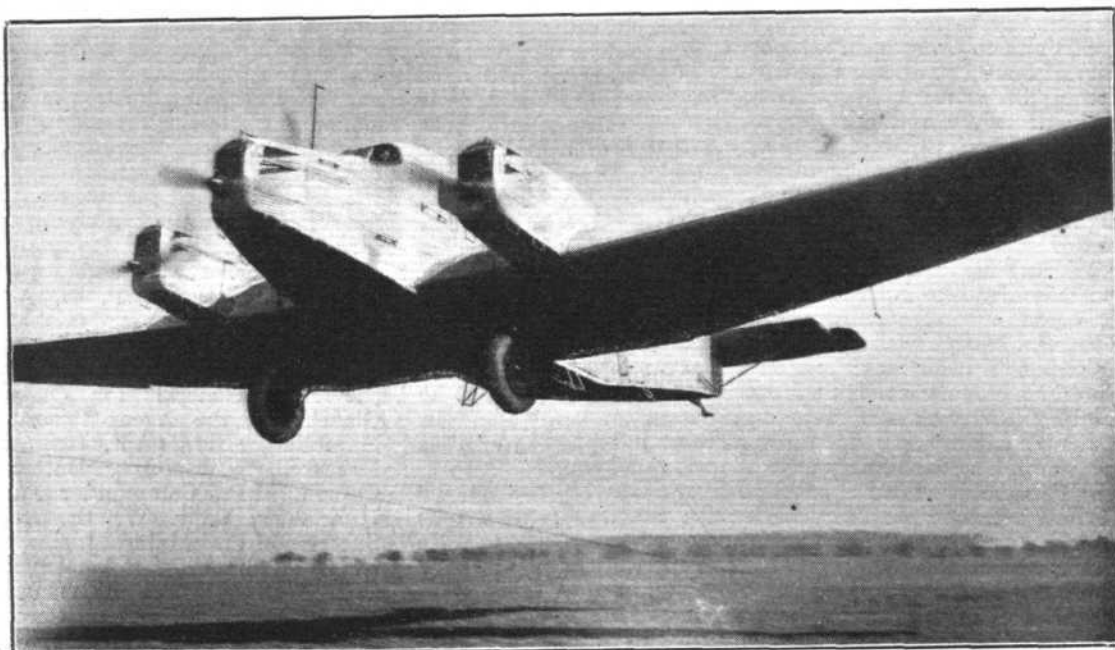
accident near Lahore, India, to a Bristol Fighter of No. 31 Squadron, on September 14, Pilot Officer Dick Culverwell Sherman, the pilot, and sole occupant of the aircraft was killed.

As the result of an accident at Biggin Hill, Kent, to a Grebe of No. 56 Squadron, Biggin Hill, on September 20, Flying Officer Henry Frederick Luxmoore, the pilot and sole occupant of the aircraft was killed.

As the result of a flying accident on September 22, at Attock, India, in which a Bristol Fighter of No. 5 Squadron sank in the River Indus, No. 344719, A.C.1. Percy Jones, the passenger in the aircraft, is presumed to have been drowned. Flying Officer Denniss Robinson, the pilot, sustained only slight injuries and reached the bank of the river safely.

MODERN GERMAN 3-ENGINED MACHINES

The latest Junkers Monoplane G31: Although Germany has been released from the restrictions imposed by the Allies for but a very short time, the Junkers Works of Dessau have already completed a new machine of some 100 sq. m. (1,076 sq. ft.) wing area. The width of the fuselage is in the neighbourhood of 10 ft., and below the floor of the saloon is a large space for luggage and goods. The three engines are Junkers, developing a total of more than 1,000 h.p.



The Rohrbach "Roland": At the moment, when it is rumoured that the Beardmore works at Dalmuir have under construction a large three-engined monoplane, this photograph of the Rohrbach "Roland" is of interest. It would appear that in this machine also Dr. Rohrbach has "practised what he preaches" concerning high wing loading. Needless to say, the machine is of all-metal construction.

The Rohrbach "Roland": Close-up view showing the three engines, the undercarriage, &c. Note the single "funk-wire" on each side. The engines are carefully disguised, but are obviously 6-cylinder verticals. The saloon has accommodation for ten passengers.



INSTITUTE OF AERONAUTICAL ENGINEERS



The following is the fixture list for 1926-1927 of the Institution of Aeronautical Engineers:—

1926.

October 12, Tuesday.—Paper by Mr. M. L. Bramson, A.C.G.I. (Member), on "Unsolved Aeronautical Problems."

October 26, Tuesday.—To be arranged.

November 16, Tuesday.—Paper by Mr. A. G. von Baumhauer, Sub-Director of the Government Aeronautical Laboratories, Amsterdam: "Some Notes on the Possibilities of Progress in Aviation."

November 30, Tuesday.—Paper by Mr. F. S. Barton, M.A., F.Inst.P., on "Air Photography Apparatus."

December 9, Thursday.—Paper by Captain F. Entwistle, B.Sc., on "Wind Structure in Relation to Air Navigation."

1927.

January 13, Thursday.—Paper by Professor F. C. Lea, D.Sc., M.Inst.C.E., M.I.Mech.E., on "Some Experiments on the Effects of Repeated Stresses on Materials."

January 25, Tuesday.—Paper by Mr. F. S. Barnwell, B.Sc., O.B.E., A.F.C., F.R.Ae.S. (Honours Member): "Some Notes on the Design of Airscrews."

February 10, Thursday.—Paper by Mr. H. P. Folland,

F.R.Ae.S., M.B.E. (Honours Member). Title to be announced later.

February 22, Tuesday.—Paper by Lieut.-Colonel L. F. R. Fell, D.S.O., O.B.E., R.A.F., on "The Manufacture and Testing of Mechanical Units for Aircraft."

March 8, Tuesday.—Paper by Major H. N. Wyllie, B.Sc., F.R.Ae.S., on "Portable Hangars."

March 16, Wednesday.—Visit to the Factory of Messrs. A. D. C. Aircraft, Limited, Waddon.

March 22, Tuesday.—Paper by Mr. W. Villa Gilbert, Founder M.R.Ae.S. (Member and Honorary Secretary), on a New Type of Wing Construction.

April 6, Wednesday.—Visit to the Works of Messrs. The DeHavilland Aircraft Co., Ltd., Stag Lane Aerodrome, Edgware, Middlesex.

April 19, Tuesday.—Paper by Capt. F. Tymms, M.C., on "Flying for Air Survey Photography."

May 10, Tuesday.—Paper by Mr. Lawrence A. Wingfield, M.C., D.F.C. (Associate), on "Aircraft Law."

May 25, Wednesday.—Visit to the National Physical Laboratory, Teddington, Middlesex.

June 4, Saturday.—Visit to Croydon Aerodrome, by courtesy of Messrs. Imperial Airways, Limited.

Note.—All the lectures will be held in the Lecture Room of the Junior Institution of Engineers, 39, Victoria Street, London, S.W.1, at 6.30 p.m.

UNSOLVED AERONAUTICAL PROBLEMS

IN spite of the great strides that have been made of recent years in the development of the science and art of aviation, we are still a long way from being able to claim that our knowledge of the subject is within measurable distance of being in the nature of an exact science. Nor can we say with any certainty whether aviation as we know it today is likely to lead us. To those whose daily task it is to carry out aerodynamic estimates, structure calculations, planning and placing of equipment, and the thousand and one things which go to the production of a modern aeroplane, and who may, therefore, be somewhat apt to come to look upon the aeroplane as we know it today as something very like final, and the problems connected with it capable of being tackled in a routine fashion, to them, we think, an occasional change of viewpoint may be of very considerable assistance, and may open the way for new ideas, or for new ways of attacking old problems.

Such a change of viewpoint is represented by the paper to be read by Mr. M. L. Bramson, A.C.S.I., before the Institution of Aeronautical Engineers on October 12, the title of which is "Unsolved Aeronautical Problems." Mr. Bramson does not merely look at the aeroplane as we know it today and then speculate upon how, by certain minor refinements, we may slightly improve the performance, or the economy, or the cost, or the safety. He boldly makes up a long list of problems which as yet remain unsolved, many of which will probably be thought to lie rather a long way out in the future. That, however, is, to our way of thinking, one of the chief merits of the paper; instead of marvelling at what we have already

accomplished, the lecturer takes the opposite course and outlines some big problems that still have to be tackled. It should be understood that he does not attempt to solve the problems, preferring, presumably, to leave it to the discussion to bring forth suggestions for the solution of the various riddles.

Among the many problems which Mr. Bramson proposes to deal may be mentioned the following: The propulsion of aeroplanes with constant power at varying altitudes; jet propulsion; variable wing surfaces; vertical ascent and descent; fog landing; seaworthy flying boats; the ideal aerodynamic structure; the multi-engine room with ideal propeller distribution and without engine drag; the super-altitude high-speed transatlantic liner, etc.

It will be seen that there should be sufficient material for a discussion lasting several weeks, and the paper should afford an excellent opportunity for people with new ideas to put them forward, even if one evening will scarcely suffice to "solve" all the problems. However, there is always a great advantage in knowing what one is "up against," and a realisation of the exact nature of an obstacle will often help one in surmounting—or perhaps circumventing—it.

Mr. Bramson will read his paper in the lecture room of the Junior Institution of Engineers, 39, Victoria Street, S.W.1, at 6.30 p.m., on Tuesday, October 12, and we understand that non-members of the I.A.E. will be welcomed, and may obtain tickets from the Hon. Secretary, Institution of Aeronautical Engineers, 34, Broadway, Westminster, London, S.W.1.

Land's End to John O'Groats Flight

COL. THE MASTER OF SEMPILL, flying a D.H. "Moth," left the village of Sennen—within a mile of Land's End—on September 29, and flew to John O'Groats, with only a brief halt at Shotwick, Chester, in 8 hrs. 14 mins. The distance covered was about 630 miles. He started on the return journey on September 30, but just as he got away he experienced engine trouble and had to make a forced landing. In doing so he struck a rough patch of ground, and the "Moth" turned turtle, but fortunately he escaped uninjured, and the machine was only slightly damaged.

Australian Flight to the Pacific

GROUP-CAPT. R. WILLIAMS, with Flight-Lieut. McIntyre, Pilot Serg. Trist, and a mechanic, left Melbourne on September 25 in a Supermarine "Seagull" Amphibian (Napier "Lion") on the first stage of the aerial survey of the Pacific Islands. They reached Sydney after a flight of 9½ hours, and left again on September 29 for Brisbane. A broken split-pin, however, necessitated a forced descent in rough sea, 6 miles from Southport, Queensland. The flight was resumed on October 5, and they arrived safely at Gladstone.

Another Cross-Channel Air Service Disaster

A TERRIBLE disaster, following much too close upon that of August 18 last, overtook one of the French Air Union four-engined Bleriot air liners on October 2 in the vicinity of Tonbridge, Kent, in which five passengers, the pilot and mechanic lost their lives. The tragedy occurred at about 3.30 p.m. as the machine was flying over Tonbridge en route from Paris to London. It was observed that the machine was in difficulty, and then suddenly flames were seen coming from the rear of the machine. The pilot immediately turned as if to land at Penshurst, but the flames rapidly spread over the machine, and a few minutes later the machine slowly turned over, then crashed to the ground, and was immediately a mass of flames. Several people rushed to the spot, but so intense was the heat that it was impossible to render any assistance, and every occupant in the machine perished. At the inquest on the seven victims, which was held on October 5, the jury found that the persons concerned met their deaths accidentally—there being no evidence to show the cause of the fire, while Maj. Cooper, of the Air Ministry, stated that he had arrived at no conclusion at all as to the cause of the affair. Investigations are proceeding.

AIRCRAFT IN COMMERCE AND WAR*

ONE opens a book by the author of "Air Power and War Rights" with expectations of being interested and informed. Mr. Spaight has shown himself a master of the syllogistic style, supporting each step of the argument with instances and authorities, forcing the reader inevitably to a certain conclusion, and withal never allowing himself to become tedious. His latest work is a book of only 97 pages, exclusive of notes, and he explains that it is written, not for the specialist, but for every citizen who takes an intelligent interest in the problem of Imperial defence. It is a book easy to read and it certainly ought to be widely read. None the less, there is much in it which is bound to set the specialist thinking; and to set a specialist thinking outside his own groove is always good work.

The "syllogism" of the book might be set down in its simplest form thus:—

Aircraft will be extensively used in future wars as commerce destroyers.

Commerce destruction arouses resentment in neutrals, and their resentment embarrasses the belligerent who rules the sea.

Therefore the system of "cartel ships," begun in the Great War, must be put into general use.

It is explained that a cartel ship is one granted a letter of assurance by the belligerent, after due inquiry, to the effect that its cargo is not destined for the enemy and that therefore the ship is immune from search and detention.

It may be thought somewhat unnecessary to have written a book of even 97 pages to elaborate that syllogism. The criticism might also be advanced that the argument applies chiefly to naval forces and only incidentally to aircraft as the "fleet air arm." But, if an excuse for the book is needed, an ample one may be found in the number of pregnant remarks which the author makes in the course of developing his main argument.

For one thing, it is extremely interesting to watch the development of Mr. Spaight's own ideas. In "Air Power and War Rights" he argued that cities, such as the City of London, should only be subject to air bombardment by night. He considered that a reasonable limitation which ought to be accepted as a rule of war; and he argued, and still argues, that rules of war which are reasonable will as a rule be observed by belligerents for their own sakes; while it is worse than useless for a rule of war to forbid too much. In the present volume he appears to have given up all hope of saving cities from air frightfulness. He admits the probability that they will all be plentifully bombed.

One very much regrets that Mr. Spaight should have come to this conclusion. "Air Power and War Rights" really appeared to hold out some prospect of limiting the horrors of war to the combatants, the munition workers, and those who operate communications. But the hope certainly shrinks whenever one talks to an Air Force officer of any rank, and finds that he accepts as a matter of course the policy of "striking at nerve centres"—which is the modern way of saying "frightfulness."

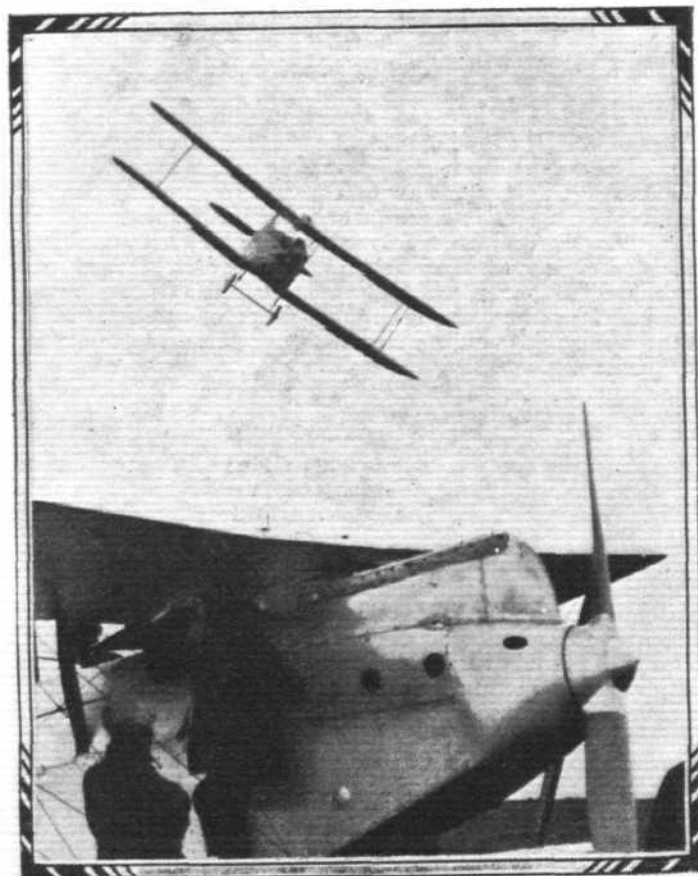
There are certain air enthusiasts—it is best to be polite and call them enthusiasts—who profess to believe that the days of naval power have gone, that they withered at the advent of the aeroplane. Mr. Spaight does not take that point of view, and it will perhaps do the said enthusiasts good to read this book. He pictures aircraft as a very great assistance to sea power and as a great threat to sea power, but not as yet a substitute for it. He considers separately the aircraft of the mistress of the seas which is exerting economic pressure on an enemy, and the aircraft of the enemy which is fighting for its economic life. The case of the latter is simple, and is shown to be practically on all fours with the case of the German submarines in the Great War. These aircraft, like the submarines, will be unable to dispute the naval Power's mastery of the surface of the sea, but will indulge in a policy of sudden raids in the hope of disturbing it to some degree. They will also attempt, as the submarines did, to turn the tables by raiding the commerce of the naval Power, and, *ex hypothesi*,

the naval Power must be more dependent on its sea-borne supplies than its opponent can be. Mercy must not be expected in these raids. It was not easy for a submarine to observe the decencies of war, even if it had the will to do so. It will be infinitely harder for aircraft to display anything resembling chivalry. In fact, the hope that such aircraft will show any tendency to humanity may be dismissed.

The aircraft of the naval Power will be in a different position. As the seas will be open to the carriers of that Power, the aircraft will have a great range of action, and it will in various ways enormously increase the ability of the naval Power to exert economic pressure on its adversary. In order not to antagonise neutral opinion, the aircraft of this Power will have to behave with circumspection and pay great regard to accepted rules of war. Mr. Spaight discusses at some length the question of aircraft stopping and visiting vessels, and decides that the cartel system is the only possible solution of the difficulty. The adoption of such a system will relieve this naval air arm of most of its work, except that of identifying the ships notified as having cartels, and taking action against suspicious ships which are not so provided. It will accordingly be able to devote most of its energies to protecting its own shipping from enemy attacks.

Apropos of convoying merchant ships, Mr. Spaight on pp. 36-37 seems to be in strange ignorance of the success of air convoys in the last year or so of the Great War. He writes: "The chief defence will almost certainly be the cruiser or other warship *plus* its deck-borne aeroplane. In addition it may be necessary possibly, to devise some system of air convoy. The idea may seem fantastic now, but so did the suggestion of the need of destroyer convoy before the late war." It is difficult to realise that so careful a student should be ignorant of the successful use of the "Blimps" as escorts of shipping. No merchant ship was ever lost by submarine attack while under aircraft escort, and we may assure Mr. Spaight that the idea of air convoy does not seem in the least fantastic now, and did not appear so to our airship officers in 1918.

F. A. DE V.R.



A reminiscence of the Lancashire Pageant: Sq.-Ldr. Longton "crazy-flying" on the Blackburn "Blue-bird."

* By J. M. Spaight, author of "Air Power and War Rights," etc., Longmans, Green and Co., Ltd.

THE ROYAL AIR FORCE

London Gazette, October 1, 1926

General Duties Branch

The follg. are granted permanent commissions as Pilot Officers with effect from Sept. 18, 1926, and seniority of Sept. 18, 1925:—C. S. Cadell, J. H. E. Jones. The follg. are granted short-service commissions as Pilot Officers on probation, with effect from and with seniority of Sept. 18: G. C. Bainbridge, G. Bartholomew, A. K. K. Calwell, J. F. Duff, F. G. Fairhead, G. P. T. Gibbons, M. Griffiths, H. C. D. Hayter, D. S. King, F. E. L. Reynolds, V. D. Morshead, J. A. Rogers, E. L. J. Rowe, H. H. R. Schleman, C. K. T. Hughes, G. R. Weighill. The follg. are granted temp. commissions as Flying Officers on seconding for four years' duty with R.A.F. (Sept. 18):—B. F. R. M. Freeman (Lieut., King's Own Royal Regiment), J. W. Thompson (Lieut., R.A.).

The follg. Flying Officers are transferred to Reserve, Class A:—H. MacMillan (Sept. 27), B. J. Finn (Sept. 29). Flying Officer (Hon. Flight-Lieut.) F. B. Lawrie (Lieut., R.N., ret.) resigns his short-service commission (Sept. 30); Flying Officer J. A. P. A. Yearsley relinquishes his short-service commission on account of ill-health (Sept. 29).

Medical Branch

The follg. Flying Officers are granted permanent commissions in this rank (Sept. 29):—B. W. Cross, J. MacC. Kilpatrick, M.B.

Chaplains' Branch

The Rev. A. H. Dolphin is granted a short-service commission as a Chaplain with the relative rank of Sqdn.-Leader (Sept. 6).

Memorandum

Sec.-Lieut. A. E. Morecroft is deprived of his honorary commission on conviction by the Civil Power (Aug. 9).

Reserve of Air Force Officers

The follg. are granted commissions in Class A.A., General Duties Branch, as Pilot Officers on probation:—A. L. Muir (Sept. 13), E. L. Purdy, M.C. (Sept. 16).

The follg. are confirmed in rank:—Flying Officer C. E. M. Piekthorn, M.C. (Sept. 23). Pilot Officers.—G. N. Warwick (Aug. 28), H. C. Barrett (Sept. 28).

The follg. Flying Officers are transferred from Class A to Class C:—W. E. de B. Diamond (Sept. 2); F. A. Smith, A.F.C. (Sept. 25). Pilot Officer E. F. S. Hughes is transferred from Class B.B. to Class C (Sept. 28). Flight-Lieut. G. Kinnear is transferred from Class D.2 to Class D.1 (May 7). Flying Officer G. Colledge relinquishes his commission on completion of service (May 29).

AUXILIARY AIR FORCE**General Duties Branch**

The follg. to be Pilot Officer:—No. 600 City of London (Bombing) Squadron: L. A. Hackett (Sept. 7).

ROYAL AIR FORCE INTELLIGENCE

Appointments.—The following appointments in the Royal Air Force are notified:—

General Duties Branch

Group Captains: A. B. Burdett, D.S.O., to Air Ministry on appointment as Deputy Director of Organisation; 21.9.26. R. P. Mills, M.C., A.F.C., to H.Q., India, for Air Staff duties; 21.9.26.

Wing Commanders: E. R. C. Nanson, D.S.C., A.F.C., to Station Commandant, Hinaidi, for Air Staff duties; 21.9.26. A. B. Gaskell, D.S.C., to H.Q., Iraq, for Air Staff (Armoured Car) duties; 21.9.26. D. L. Allen, A.F.C., to No. 2 Wing H.Q., India, pending taking over command; 21.9.26. L. A. Pattinson, D.S.O., M.C., D.F.C., to H.Q., India, for Air Staff duties; 21.9.26.

Squadron Leaders: J. McCrae, M.B.E., to Station Commandant, Hinaidi; 21.9.26. G. S. M. Insall, V.C., M.C., to Station H.Q., Basrah; 21.9.26. A. S. Morris, O.B.E., to No. 5 Armoured Car Co., Iraq; 21.9.26. C. E. H. Medhurst, O.B.E., M.C., to H.Q., Iraq; 21.9.26. C. H. Keith, to No. 70 Sqdn., Iraq; 21.9.26. F. J. Vincent, D.F.C., to Aircraft Depot, Iraq; 21.9.26. C. O. F. Modin, D.S.C., to H.M.S. Eagle; 30.9.26. S. R. Watkins, A.F.C., to R.A.F. Base, Gosport, 20.9.26.

Pilot Officers: R. C. Whittle, to No. 60 Sqdn., India; 14.8.26. C. S. Cade, and J. H. Edwards Jones, to No. 5 Flying Training Sch., Sealand, on appointment to Permanent Comms.; 18.9.26. E. H. Collinson, M.C., and C. A. C. Patton, to No. 14 Sqdn., Palestine; 4.9.26. W. A. Andrews and J. F. Lawn, to No. 19 Sqdn., Duxford; 30.9.26. W. E. Barnes, J. Blackmore, W. G. Campbell and L. H. Mason, to No. 207 Sqdn., Eastchurch; 30.9.26. H. C. G. Dauncey, to No. 23 Sqdn., Henlow; 30.9.26. H. G. Loch, to No. 43 Sqdn., Henlow; 30.9.26. T. F. Moloney, C. M. Peabody, R. T. Read and J. T. Riggs, to No. 12 Sqdn., Andover; 30.9.26. L. G. Rumsey, to No. 39 Sqdn., Spittlegate; 30.9.26.

The undermentioned Pilot Officers are posted to No. 5 Flying Training School, on appointment to short service comms. (on probation), with effect from 18.9.26:—G. C. Bainbridge, G. Bartholomew, A. K. K. Calwell, J. F.

Duff, F. G. Fairhead, G. P. T. Gibbons, M. Griffiths, H. C. D. Hayter, D. S. King, F. E. Liddell Reynolds, V. D. Morshead, J. A. Rogers, E. L. J. Rowe, H. H. R. Schleman, C. K. Turner Hughes, G. R. Weighill.

Stores Branch

Squadron Leaders: F. G. M. Williams, to H.Q., Iraq; 21.9.26. T. Fawcley, M.B.E., to Supply Services (Directorate), Iraq; 21.9.26. F. E. J. Coates, to H.Q., Iraq; 21.9.26. H. T. Foxen, to Fighting Area H.Q., Uxbridge; 20.9.26.

Flight Lieuts.: T. G. Bowler, to Station H.Q., Andover; 28.8.26. G. A. Curtis, to H.Q., Iraq; 21.9.26. L. H. Vernon, to Wessex Bombing Area, Andover; 15.9.26.

Flying Officers: F. A. Skoulding, to H.Q., Cranwell; 6.8.26. V. B. Ranford, to Air Ministry; 13.9.26. W. F. Langdon, to No. 601 County of London (Bombing) Sqdn., Northolt; 12.9.26.

Flying Officers: G. F. P. Warren, to No. 11 Sqdn., Netheravon; 28.8.26. C. Hanson-Abbott, to Elec. and Wireless Schl., Flowerdown; 28.8.26. H. J. Payne, to Station Commandant, Basrah; 21.9.26. A. J. Walker, to Store Depot, Iraq; 21.9.26. C. P. Wingfield, to H.Q. Spec. Res. and Aux. Air Force; 21.9.26. F. B. Ludlow, O.B.E., M.C., to Aircraft Depot, India; 21.9.26.

Pilot Officers: H. N. Davies, to Home Aircraft Depot, Henlow; 28.8.26. R. H. Clay, to Aircraft Depot, Iraq; 21.9.26.

Medical Branch

Flying Officers: E. A. Rice, M.B., and C. W. Coffey, to R.A.F. Depot, Uxbridge; 17.9.26. J. Hutchieson, M.B., to R.A.F. Base, Gosport; 17.9.26.

NAVAL APPOINTMENT

The following appointment was made by the Admiralty on October 2:—**Commr.**—I. B. B. Tower, D.S.C., to *Victory*, adtl., to be lent to R.A.F. Base, Gosport, for instruction in deck landing training; Sept. 23 to Oct. 21.

RUGBY FOOTBALL**R.A.F. Depot, Uxbridge v. Napier R.F.C.**

By Major F. A. De V. ROBERTSON

On Saturday, October 2, it was still summer time, and the sun was determined to show that it was still summer. It would have been an ideal afternoon for a languorous game of croquet, followed by a bathe and iced drinks. All the more honour, therefore, to the strong men of Uxbridge and Napier's who spent part of that balmy afternoon in a strenuous game of Rugger on a ground which seemed like to crack with the heat. There was stern tackling, too, and at the end of the game few knees were not scratched and bleeding.

So early in the season one expects to see ragged football, particularly as regards the forward play. There certainly was a good deal of ragged play in this match, but, strangely enough, the forwards on both sides played right well. The Napier pack were a very hefty lot; they shoved splendidly in the scrums, and went hard in the loose. In the vast majority of the scrums they got the ball and heeled cleanly. Cleverley was the most prominent, while Pate (who in private life is a director) did solid work. Huggins at the scrum was quick to get the ball away, but at that point things always went wrong. There was not a trace of moisture, other than animal grease, to take the polish off the new ball; and, up to the end of the game, the three-quarters on both sides found it difficult to give and to take passes. The usual way of gaining ground was to take a flying kick, and follow up hard. All the same, there were several occasions when the Napier left wing three-quarter ought to have passed to his right instead of trying to insinuate himself through an

impossibly narrow aperture between the scrum and the touch line.

In the first half of the game Napier's did most of the pressing, and ought to have scored. The Uxbridge defence, however, was very sound. Their full back, Bailey, always found touch, though his kicks lacked length. The teams changed over without scoring.

In the second half the superior training of the Service team began to take effect. Smithson, at the scrum, played a great game, and the Depot commenced a series of attacks. Schofield got over once, but was whistled back. Another almost certain score ended in touch-in-goal. There were constant scrums on the Napier line, and at last a gallant defence broke down when Smithson dived over for a try. The kick failed. A few minutes later an Uxbridge three-quarter, Moseley I think it was, dropped a very good goal with his left foot. The Depot thus won by 7 points to love.

Both sides showed promise of making good teams as the season advances. Teams:—

R.A.F., Uxbridge.—Full back, A/C Bailey; three-quarters, Cpl. Turner, A/C Schofield, A/C Moseley, L.A/C Aerons; halves, Cpl. Smithson, A/C Webb; forwards, F/Lt. Carr (captain), Sgt. Broadway, Sgt. Moore, A/C Booth, A/C Wray, A/C Warren, Sgt. Buckley, L.A/C O'Malley.

Napiers.—Full back, Marks; three-quarters, Whympier, Harvey, Wright, Foulds (captain); halves, Huggins, Owen; forwards, Pate, Elgie, Cleverley, Young, Rowe, Benson, Scott, Pearson.

IMPERIAL AIRWAYS, LTD.

THE second annual report of Imperial Airways, Ltd., issued on September 14, indicated a loss of £20,415, the explanation of which, states the report, is twofold. Firstly, delay in the delivery of new machines prevented the company from earning the increased revenue anticipated, resulting in much traffic passing to the benefit of the foreign competing companies, and a reduction of £12,015 to £21,749 in the balance from trading account. Secondly, £27,167 (as against £22,998) had been placed to the reserve for obsolescence, due to the decision of the board to write off single-engined machines in favour of multi-engined types for use on the passenger services. Maintenance costs amounted to £62,654 12s. (compared with £61,712 4s. for the preceding year).

Fresh capital, the report continues, was needed for the five new machines now under construction for use on the Egypt-India service, and the uncalled balance of 10s. per share would be called up by two calls of 5s. each, the first to be made shortly after the second general meeting.

At the second ordinary general meeting, held at the Hotel Cecil on September 22, the Right Hon. Sir Eric Geddes, Chairman, stated that the prospects of the company were steadily improving, and that a less courageous, prudent, and conservative Board might have felt justified in presenting a rosier picture than that shown by the bare figures in the accounts. On the assets side of the balance-sheet, aircraft and engines (as at March 31, 1925, plus additions during the year) stood at £181,000, and nearly £19,000 had been written off in respect of units which were considered obsolete. The bulk of this concerned single-engined aircraft which were withdrawn from the regular European services at the beginning of the current financial year. These were perfectly efficient aircraft of their class, and were it not for the very limited market for second-hand aircraft, the Board would have retained them at a fair sale value.

Additions during the year of £63,500 represented mainly the purchase of modern and more economical multi-engined machines which commanded the greatest public confidence. Plant and machinery, etc., had been adequately depreciated, and stores and spare parts were valued on a conservative basis.

In the year under review maintenance accounted for an expenditure of £62,600. This matter had received the closest attention of the board, and the relative cost of maintenance had, in effect, now been reduced. The reductions did not show in the profit and loss account because the change to the more economical aeroplane was taking place during the year, and, although the new aircraft were in the course of construction the obsolescent ones had to be maintained during this period—and at excessive expense—up to the highest standards in conformity with the policy of the board in putting safety and reliability first. This item could not be considered apart from obsolescence, and the board felt it was their duty to provide the heavy reserve for obsolescence of £27,000. Under the standard of maintenance which was necessary in civil aviation an aeroplane up to the date it was written off had to be maintained at the highest possible efficiency, and therefore in the accounts under review the highest standard of maintenance was applied to these aeroplanes, and the very day they came out of the service they were written down to nothing in the books.

Their traffic, said Sir Eric, was rising, and this summer's results enabled him to state with redoubled confidence, that their policy was drawing traffic to them, and was creating a valuable goodwill.

During the first five months of the current financial year they had carried more passengers than in the whole year dealt with in the accounts under consideration. They had endeavoured to provide the public with a service established on the safety and reliability typical of British transport and organisation, and they would without doubt reap the reward of their policy.

They were doing everything possible, in closest co-operation with other European air transport companies, to develop through-connections and through-bookings; gratifying progress was being made, and there was no doubt that as the through time-table developed they would get an increasing number of long-distance passengers.

Referring to the Egypt-India service, Sir Eric said that the construction of new aeroplanes and engines was progressing satisfactorily, and the service should commence in January next. These machines were being fitted with three air-cooled engines each, and would be capable of easily maintaining their flight with two engines only. The first flight from Cairo to Karachi was scheduled to take place at the end of this year, and the first aeroplane to fly on that epoch-making route would carry the Secretary of State for Air and his personal staff, as well as Lady Maud Hoare, who would

accompany her husband on the complete flight from London to Karachi.

The Board, he concluded, proposed to call up the remaining 10s. per share capital almost immediately. The money was required to complete the machines and equipment for the new route and to provide adequate working capital for the European services. Generally, while the Board deplored the loss on the second year's trading, they found the consolation in the improved situation which had followed the changes made in the fleet, and they felt fully justified in adhering to their bold policy. They believed that the European services would be run profitably this year, and that the new service should add to those profits in subsequent years.

Incidentally, Sir Eric mentioned that in pursuit of economy the board has set an example and a standard itself. Under the articles of association the board is entitled to draw remuneration on the scale of £6,500 per annum, but at the present time they have decided to reduce these fees, and are drawing a total remuneration at the rate of £2,500.

PUBLICATIONS RECEIVED

Annual Report of the Meteorological Committee to the Air Council for the Year ended 31st March, 1926. H.M. Stationery Office, Kingsway, London, W.C.2. Price 2s. net.

All the World's Aircraft: 1926. Compiled and Edited by C. G. Grey. Founded in 1911 by Fred T. Jane. Sampson Low, Marston and Co., Ltd., 100, Southwark Street, London, S.E.1. Price £2 2s. net.

Aeronautical Research Committee Reports and Memoranda: No. 1006 (Ae. 212).—Full-scale and Model Measurements of Lift and Drag of Bristol Fighter, with R.A.F. 32 wings. By E. F. Anderson, L. E. Caygill, and R. McKinnon-Wood. December, 1925. Price 6d. net. *No. 1007 (Ae. 213). Full-Scale and Model Measurements of Lift and Drag of Bristol Fighter, with Handley Page Slotted Wings.* By E. T. Jones and L. E. Caygill. December, 1925. Price 9d. net. *No. 1009 (Ae. 215).—Experiments on the Flow Behind a Rotating Cylinder in the Water Channel.* By E. F. Relf and T. Lavender. May, 1925. Price, 9d. net. H.M. Stationery Office, Kingsway, London, W.C.2.

Aeronautical Research Committee Reports and Memoranda. No. 1013 (E.18). Report on Dopes and Detonation. By Prof. H. L. Callendar. November, 1925. Price 2s. net. *No. 1022 (M.38). An Experiment to Determine if Slip can be Detected during the Unloading Portion of a Cycle of Repeated Tensile Stresses.* By H. J. Gough, S. J. Wright, and D. Hanson. December, 1925. Price 6d. net. H.M. Stationery Office, Kingsway, London, W.C.2.

A Traverse de Monde. La Société Lorraine Dietrich, Argenteuil (S. et O.), France.

AERONAUTICAL PATENT SPECIFICATIONS

Abbreviations: Cyl. = cylinder; i.c. = internal combustion; m. = motor. The numbers in brackets are those under which the Specifications will be printed and abridged, etc.

APPLIED FOR IN 1925

Published October 7, 1926

8,698. J. STONE AND CO., LTD., and R. W. BIRKETT. Regenerative propellers. (257,965.)
20,811. AEROMARINE PLANE AND MOTOR CO., INC. Engine starter. (258,064.)

APPLIED FOR IN 1926

Published October 7, 1926

7,684. PALLAS APPARATE GES. Fuel-feed devices for super-charged i.c. engines. (250,210.)

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